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TRAVELS AT HOME

BY

MARK TWAIN

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Mark Twain

[1906]

HARPER & BROTHERS, PUBLISHERS
NEW YORK AND LONDON

TRAVELS AT HOME

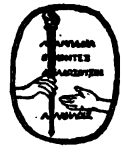
BY

MARK TWAIN

SELECTED FROM THE WORKS OF MARK TWAIN BY PERCIVAL CHUBB, DIRECTOR OF ENGLISH IN THE ETHICAL CULTURE SCHOOL, NEW YORK, AND ARRANGED FOR HOME AND SUPPLEMENTARY READING IN THE SIXTH, SEVENTH, AND EIGHTH GRADES

Samuel Langhorne Clemens

ILLUSTRATED



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(*Others in Preparation.*)

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INTRODUCTION

NOT a great many school-boys, and, we believe, not a very great many school-girls need an introduction to the author of *Tom Sawyer*. He is better known at home, as he certainly is better known abroad, than any other American writer. Furthermore, the American people feel on more intimate terms with him than they do with any other of their great writers. It is a fact, however, that to both old and young he is too imperfectly and insufficiently known. To most, he is merely our Prince of Jesters, and our irresistible spinner of yarns. They fail to recognize in the jocose author of *Roughing It* and *Huckleberry Finn* the serious-minded author of *The Personal Recollections of Joan of Arc*. They do not identify the humorist and story-teller with the man of deep interests and solid achievement, who has been honored by one of the great European Universities as worthy of its highest title. It is, therefore, an important service to perform for the reading public, and especially for the young, to bring this most American

of American writers before them in the fulness of his stature and in all the variety of his literary accomplishments.

Of course, he must remain primarily our master of humor; our Proteus of changing fortunes; our most illustrious and gifted "tramp." He has shared our national life in its rudest as in its most civilized phases. He has roughed it with the roughest. He has voyaged with the most adventurous, from farthest West to nearest East. Furthermore, he has toured abroad with the "tripper," and has mingled freely and most acceptably with the élite of the Old World. Who could be more characteristically "one of us"? Yes, we rejoice in him the more because through all these chances and changes he has remained one of the most distinctive and individual and audacious Americans, smacking of our new soil; and yet one of the most delightfully human and, at bottom, one of the most serious of men. The serious element in his make-up has saved him from those excesses of clownishness and smartness which have been fatal to one after another of our American jesters who have had their day and ceased to be. In short, his humor, like the humor of Rabelais or Swift or Heine, has had beneath it that large humanity and beneficent purpose which has made of it a criticism of life and has turned it at times into illuminating satire.

It cannot be expected that this more serious and important aspect of Mark Twain's work should be brought adequately home to our young people; but the way to a perception and appreciation of it may be opened up by the judicious selection of passages from some half-dozen of his books. And this may be done so as at the same time to give them an idea of the interesting and picturesque career of this most picturesque of our literary personalities. By reading his books in their proper order, we may follow him as a youth in his native State of Missouri, early apprenticed (after leaving school in his twelfth year) as a printer, helping his elder brother to conduct a newspaper. Then his chronicle shows how his adventurous spirit leads him to roam from one printing-office to another in the East until, tired of vagrancy, he returns to his family, and lives for a while in his native State. Then his narrative depicts those more laborious yet diverting years of apprenticeship as a pilot on the Mississippi steamboats until the outbreak of the Civil War extinguished his hopes in pilotdom. We have, then, his own inimitable account of the succeeding adventurous days, when he accompanied his brother, who had been appointed by Lincoln as first Secretary of the Territory of Nevada, across the plains in a coach, and later tried his fortune among the silver-mines. He is then to be tracked

to the Pacific Coast, where he achieves a new success as editor of a San Francisco newspaper; and begins his more distinctively literary career by his successes as a lecturer, and by his first important book, *The Innocents Abroad*, which was the outcome of a European tour which he took in 1867, he being then thirty-two years of age.

We may ourselves supplement these autobiographical records by stating that he continued to lecture, and quickly became a favorite on the lecture platform; that he married most happily, and began domestic life in Buffalo; and that shortly after he settled down, in 1871, at Hartford, which we have come to think of as the place most intimately associated with him as the prosperous author of most of his important books. These works, following in fairly rapid succession, were: *Roughing It* (1872); *Tom Sawyer* (1876); *Prince and Pauper* (1882); *Life on the Mississippi* (1883); *Huckleberry Finn* (1885); *A Connecticut Yankee at King Arthur's Court* (1890); *Pudd'nhead Wilson* (1893–4); *Personal Recollections of Joan of Arc* (1894–5).

It was at this point that financial disaster overtook him, much in the way that it had overtaken another great writer, Sir Walter Scott; and he met it with the courage and delicate honor with which the great Scotch novelist met his disaster. This is, indeed, one of the heroic pages in our literary

history which it is good for every young American to know. Fortunately, no such ruinous and fatal consequences followed in this case as followed in that of Sir Walter Scott. Mark Twain, by successful lecturing and writing abroad, was able to return to his native land, released from indebtedness, to resume life according to the desires of his heart. He still lives among us as an embodiment of good hope and high cheer in alert old age; a man still keenly interested in the humane movements of his time; a brave critic of the disturbing, as he is a stout champion of the encouraging, tendencies of our social and political life.

It is because his work has such significant human qualities that it is important to open as many small windows as we can for the young upon the wide prospect which Mark Twain's varied work presents. It is good that the dominant aspect under which he presents himself should be that of the humorist; for we need the tonic breath of humor in our schools and in our literary work. Our school reading has not enough nor a sufficient variety of humorous material. It does not reflect, and it does not prepare for a salient element in our national life. Supplementing the permanently installed books of humorous type which our children read, such as *Alice in Wonderland* and *Uncle Remus*, we ought to have the very best of our characteristically American humor.

Not only has it a saving virtue of its own, but it may be effectively used to discount the ruder and coarser type of humor to which so many of our young people who live in cities are, by the force of example, addicted.

The present volume, as the first of several which it is proposed to devote to the writings of Mark Twain, will, as its title suggests, include the best chapters gleaned from such volumes as *Roughing It* and *Life on the Mississippi*, wherein the author records his wanderings in his native land. They refer to his earlier years, and bring back piquant types of life that no longer exist save here and there in a few out-of-the-way localities. Of his wanderings abroad, another volume must tell; while of his more serious historical interests, yet a third will contain an account. It may surely be taken for granted that these volumes are intended for free reading and unconstrained enjoyment. They will serve their purpose if they lure the young reader into the wider fields offered by the volumes from which they are excerpted.

PERCIVAL CHUBB.

ETHICAL CULTURE SCHOOL,
New York, *April*, 1910.

TRAVELS AT HOME

TRAVELS AT HOME

I

THE TRUE STORY OF "MARK TWAIN"

CAPTAIN ISAIAH SELLERS was a fine man, a high-minded man, and greatly respected both ashore and on the river. He was very tall, well built, and handsome; and in his old age—as I remember him—his hair was as black as an Indian's, and his eye and hand were as strong and steady and his nerve and judgment as firm and clear as anybody's, young or old, among the fraternity of pilots.

He was the patriarch of the craft; he had been a keel-boat pilot before the day of steamboats; and a steamboat pilot before any other steamboat pilot, still surviving at the time I speak of, had ever turned a wheel. Consequently, his brethren held him in the sort of awe in which illustrious survivors of a bygone age are always held by their associates. He knew how he was regarded, and perhaps this fact added some trifle of stiffening to

his natural dignity, which had been sufficiently stiff in its original state.

The old gentleman was not of literary turn or capacity, but he used to jot down brief paragraphs of plain, practical information about the river, and sign them "MARK TWAIN," and give them to the New Orleans *Picayune*. They related to the stage and condition of the river, and were accurate and valuable; and thus far they contained no poison. But in speaking of the stage of the river to-day at a given point, the captain was pretty apt to drop in a little remark about this being the first time he had seen the water so high or so low at that particular point in forty-nine years; and now and then he would mention Island so and so, and follow it, in parentheses, with some such observation as "disappeared in 1807, if I remember rightly." In these antique interjections lay poison and bitterness for the other old pilots, and they used to chaff the "Mark Twain" paragraphs with unsparing mockery.

It so chanced that one of these paragraphs* be-

* The original MS. of it, in the captain's own hand, has been sent to me from New Orleans. It reads as follows:

"VICKSBURG, May 4, 1859.

"My opinion for the benefit of the citizens of New Orleans: The water is higher this far up than it has been since 1815. My opinion is that the water will be 4 feet deep in Canal Street before the first of next June. Mrs. Turner's plantation at the head of Big Black Island is all under water, and it has not been since 1815. I. SELLERS."

came the text for my first newspaper article. I burlesqued it broadly, very broadly, stringing my fantastics out to the extent of eight hundred or a thousand words. I was a "cub" at the time. I showed my performance to some pilots, and they eagerly rushed it into print in the New Orleans *True Delta*. It was a great pity; for it did nobody any worthy service, and it sent a pang deep into a good man's heart. There was no malice in my rubbish, but it laughed at the captain. It laughed at a man to whom such a thing was new and strange and dreadful. I did not know then, though I do now, that there is no suffering comparable with that which a private person feels when he is for the first time piloried in print.

Captain Sellers did me the honor to profoundly detest me from that day forth. When I say he did me the honor, I am not using empty words. It was a very real honor to be in the thoughts of so great a man as Captain Sellers, and I had wit enough to appreciate it and be proud of it. It was a distinction to be loved by such a man; but it was a much greater distinction to be hated by him, because he loved scores of people; but he didn't sit up nights to hate anybody but me.

He never printed another paragraph while he lived, and he never again signed "Mark Twain" to anything. At the time that the telegraph brought the news of his death, I was on the Pacific

Coast. I was a fresh, new journalist, and needed a *nom de guerre;* so I confiscated the ancient mariner's discarded one, and have done my best to make it remain what it was in his hands—a sign and symbol and warrant that whatever is found in its company may be gambled on as being the petrified truth. How I've succeeded, it would not be modest in me to say.

II

THE MISSISSIPPI AND ITS HISTORY

THE Mississippi is well worth reading about. It is not a commonplace river, but, on the contrary, is in all ways remarkable. Considering the Missouri its main branch, it is the longest river in the world—four thousand three hundred miles.

It seems safe to say that it is also the crookedest river in the world, since in one part of its journey it uses up one thousand three hundred miles to cover the same ground that the crow would fly over in six hundred and seventy-five. It discharges three times as much water as the St. Lawrence, twenty-five times as much as the Rhine, and three hundred and thirty-eight times as much as the Thames. No other river has so vast a drainage-basin; it draws its water-supply from twenty-eight States and Territories; from Delaware, on the Atlantic seaboard, and from all the country between that and Idaho on the Pacific slope—a spread of forty-five degrees of longitude.

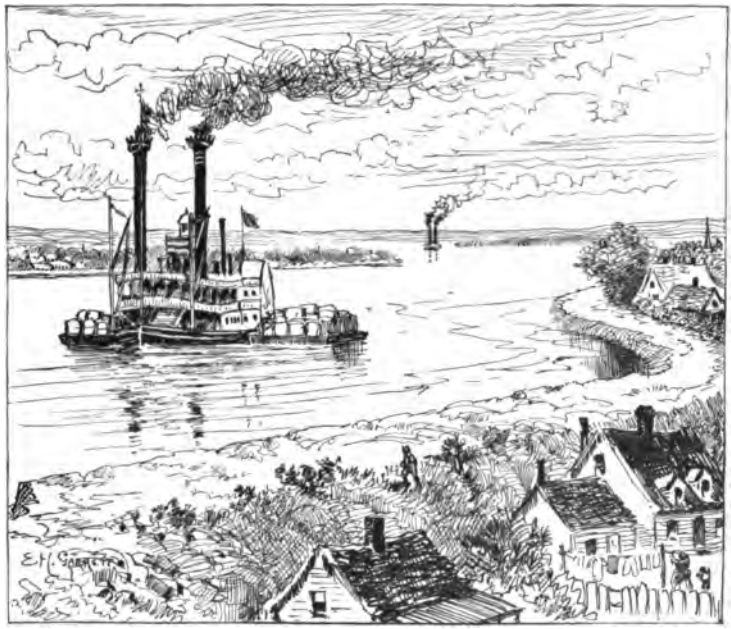
The Mississippi receives and carries to the Gulf

water from fifty-four subordinate rivers that are navigable by steamboats, and from some hundreds that are navigable by flats and keels. The area of its drainage-basin is as great as the combined areas of England, Wales, Scotland, Ireland, France, Spain, Portugal, Germany, Austria, Italy, and Turkey; and almost all this wide region is fertile; the Mississippi valley, proper, is exceptionally so.

It is a remarkable river in this: that instead of widening toward its mouth, it grows narrower; grows narrower and deeper. From the junction of the Ohio to a point half-way down to the sea, the width averages a mile in high water; thence to the sea the width steadily diminishes, until, at the "Passes," above the mouth, it is but little over half a mile. At the junction of the Ohio the Mississippi's depth is eighty-seven feet; the depth increases gradually, reaching one hundred and twenty-nine just above the mouth.

The difference in rise and fall is also remarkable—not in the upper, but in the lower river. The rise is tolerably uniform down to Natchez (three hundred and sixty miles above the mouth) —about fifty feet. But at Bayou La Fourche the river rises only twenty-four feet; at New Orleans only fifteen, and just above the mouth only two and one-half.

An article in the New Orleans *Times-Demo-*



THE MISSISSIPPI AT HIGH WATER

crat, based upon reports of able engineers, states that the river annually empties four hundred and six million tons of mud into the Gulf of Mexico —which brings to mind Captain Marryat's rude name for the Mississippi — "the Great Sewer." This mud, solidified, would make a mass a mile square and two hundred and forty-one feet high.

The mud deposit gradually extends the land —but only gradually; it has extended it not quite a third of a mile in the two hundred years which have elapsed since the river took its place in history.

The belief of the scientific people is that the mouth used to be at Baton Rouge, where the hills cease, and that the two hundred miles of land between there and the Gulf was built by the river. This gives us the age of that piece of country, without any trouble at all—one hundred and twenty thousand years. Yet it is much the youthfulest batch of country that lies around there anywhere.

The Mississippi is remarkable in still another way—its disposition to make prodigious jumps by cutting through narrow necks of land, and thus straightening and shortening itself. More than once it has shortened itself thirty miles at a single jump! These cut-offs have had curious effects: they have thrown several river towns out

into the rural districts, and built up sand-bars and forests in front of them.

A cut-off plays havoc with boundary lines and jurisdictions: for instance, a man is living in the State of Mississippi to-day, a cut-off occurs to-night, and to-morrow the man finds himself and his land over on the other side of the river, within the boundaries and subject to the laws of the State of Louisiana! Such a thing, happening in the upper river in the old times, could have transferred a slave from Missouri to Illinois and made a free man of him.

The Mississippi does not alter its locality by cut-offs alone: it is always changing its habitat *bodily*—is always moving bodily *sidewise*. At Hard Times, Louisiana, the river is two miles west of the region it used to occupy. As a result, the original *site* of that settlement is not now in Louisiana at all, but on the other side of the river, in the State of Mississippi. *Nearly the whole of that one thousand three hundred miles of old Mississippi River which La Salle floated down in his canoes, two hundred years ago, is good solid dry ground now.* The river lies to the right of it, in places, and to the left of it in other places.

Although the Mississippi's mud builds land but slowly, down at the mouth, where the Gulf's billows interfere with its work, it builds fast enough in better protected regions higher up.

Let us drop the Mississippi's physical history, and say a word about its historical history—so to speak. We can glance briefly at its slumbrous first epoch in a couple of short chapters; at its second and wider-awake epoch in a couple of more; at its flushest and widest-awake epoch in a good many succeeding chapters; and then talk about its comparatively tranquil present epoch in what shall be left of the book

The world and the books are so accustomed to use, and overuse, the word "new" in connection with our country, that we early get and permanently retain the impression that there is nothing old about it. We do of course know that there are several comparatively old dates in American history, but the mere figures convey to our minds no just idea, no distinct realization, of the stretch of time which they represent. To say that De Soto, the first white man who ever saw the Mississippi River, saw it in 1542, is a remark which states a fact without interpreting it: it is something like giving the dimensions of a sunset by astronomical measurements, and cataloguing the colors by their scientific names — as a result, you get the bald fact of the sunset, but you don't see the sunset. It would have been better to paint a picture of it.

The date 1542, standing by itself, means little or nothing to us; but when one groups a

few neighboring historical dates and facts around it, he adds perspective and color, and then realizes that this is one of the American dates which is quite respectable for age.

For instance, when the Mississippi was first seen by a white man, less than a quarter of a century had elapsed since Francis I.'s defeat at Pavia; the death of Raphael; the death of Bayard, *sans peur et sans reproche;* the driving out of the Knights-Hospitallers from Rhodes by the Turks; and the placarding of the Ninety-five Propositions—the act which began the Reformation. When De Soto took his glimpse of the river, Ignatius Loyola was an obscure name; the order of the Jesuits was not yet a year old; Michelangelo's paint was not yet dry on the "Last Judgment" in the Sistine Chapel; Mary Queen of Scots was not yet born, but would be before the year closed. Catharine de' Medici was a child; Elizabeth of England was not yet in her teens; Calvin, Benvenuto Cellini, and the Emperor Charles V. were at the top of their fame, and each was manufacturing history after his own peculiar fashion; lax court morals and the absurd chivalry business were in full feather, and the joust and the tournament were the frequent pastime of titled fine gentlemen who could fight better than they could spell. The Council of Trent was being called; elsewhere on the Continent the na-

tions were were being persuaded to holy living by the sword and fire; in England, Henry VIII. had suppressed the monasteries and burned Fisher and another bishop or two. When De Soto stood on the banks of the Mississippi, it was still two years before Luther's death; eleven years before the burning of Servetus; thirty years before St. Bartholomew's; Rabelais had not yet published; *Don Quixote* was not yet written; Shakespeare was not yet born; a hundred long years must still elapse before Englishmen would hear the name of Oliver Cromwell.

Unquestionably the discovery of the Mississippi is a datable fact which considerably mellows and modifies the shiny newness of our country, and gives her a most respectable outside aspect of rustiness and antiquity.

De Soto merely glimpsed the river, then died and was buried in it by his priests and soldiers. One would expect the priests and the soldiers to multiply the river's dimensions by ten — the Spanish custom of the day—and thus move other adventurers to go at once and explore it. On the contrary, their narratives, when they reached home, did not excite that amount of curiosity. Mississippi was left unvisited by whites during a term of years which seems incredible in our energetic days. One may "sense" the interval to his mind, after a fashion, by dividing it up in

this way: after De Soto glimpsed the river, a fraction short of a quarter of a century elapsed, and then Shakespeare was born; lived a trifle more than half a century, then died; and when he had been in his grave considerably more than half a century, the *second* white man saw the Mississippi. In our day we don't allow a hundred and thirty years to elapse between glimpses of a marvel. If somebody should discover a creek in the country next to the one that the North Pole is in, Europe and America would start fifteen costly expeditions thither; one to explore the creek, and the other fourteen to hunt for one another.

For more than a hundred and fifty years there had been white settlements on our Atlantic coasts. These people were in intimate communication with the Indians: in the south the Spaniards were robbing, slaughtering, enslaving, and converting them; higher up, the English were trading beads and blankets to them for a consideration, and throwing in civilization and whiskey "for lagniappe";* and in Canada the French were schooling them in a rudimentary way, missionarying among them, and drawing whole populations of

*Something thrown in gratis for good measure. The expression came from New Orleans, where, when a child or a servant bought something, he would add, "Give me something for *lagniappe*."

them at a time to Quebec, and later to Montreal, to buy furs of them.

Necessarily, then, these various clusters of whites must have heard of the great river of the Far West; and indeed, they did hear of it vaguely —so vaguely and indefinitely that its course, proportions, and locality were hardly even guessable. The mere mysteriousness of the matter ought to have fired curiosity and compelled exploration; but this did not occur. Apparently nobody happened to want such a river, nobody needed it, nobody was curious about it; so for a century and a half the Mississippi remained out of the market and undisturbed. When De Soto found it, he was not hunting for a river, and had no present occasion for one; consequently, he did not value it or even take any particular notice of it.

But at last, La Salle, the Frenchman, conceived the idea of seeking out that river and exploring it. It always happens that when a man seizes upon a neglected and important idea, people inflamed with the same notion crop up all around. It happened so in this instance.

Naturally the question suggests itself, Why did these people want the river now when nobody had wanted it in the five preceding generations? Apparently it was because at this late day they thought they had discovered a way to make it useful; for it had come to be believed that the Missis-

sippi emptied into the Gulf of California, and therefore afforded a short-cut from Canada to China. Previously the supposition had been that it emptied into the Atlantic, or Sea of Virginia.

III

THE MISSISSIPPI AND ITS EXPLORERS

LA SALLE himself sued for certain high privileges, and they were graciously accorded him by Louis XIV. of inflated memory. Chief among them was the privilege to explore, far and wide, and build forts, and stake out continents, and hand the same over to the king, and pay the expenses himself; receiving, in return, some little advantages of one sort or another; among them the monopoly of buffalo-hides. He spent several years, and about all of his money, in making perilous and painful trips between Montreal and a fort which he had built on the Illinois, before he at last succeeded in getting his expedition in such shape that he could strike for the Mississippi.

And meantime other parties had had better fortune. In 1673, Joliet the merchant, and Marquette the priest, crossed the country and reached the banks of the Mississippi. They went by way of the Great Lakes; and from Green Bay, in canoes, by the way of Fox River and the Wisconsin. Marquette had solemnly contracted, on the feast

of the Immaculate Conception, that if the Virgin would permit him to discover the great river, he would name it Conception, in her honor. He kept his word. In that day, all explorers traveled with an outfit of priests. De Soto had twenty-four with him. La Salle had several, also. The expeditions were often out of meat, and scant of clothes, but they always had the furniture and other requisites for the mass; they were always prepared, as one of the quaint chronicles of the time phrased it, to "explain hell to the savages."

On the 17th of June, 1673, the canoes of Joliet and Marquette and their five subordinates reached the junction of the Wisconsin with the Mississippi. Mr. Parkman says: "Before them a wide and rapid current coursed athwart their way, by the foot of lofty heights wrapped thick in forests." He continues: "Turning southward, they paddled down the stream, through a solitude unrelieved by the faintest trace of man."

A big catfish collided with Marquette's canoe, and start'ed him; and reasonably enough, for he had been warned by the Indians that he was on a foolhardy journey, and even a fatal one, for the river contained a demon "whose roar could be heard at a great distance, and who would engulf them in the abyss where he dwelt." I have seen a Mississippi catfish that was more than six feet long, and weighed two hundred and fifty pounds;

and if Marquette's fish was the fellow to that one, he had a fair right to think the river's roaring demon was come.

At length the buffalo began to appear, grazing in herds on the great prairies which then bordered the river; and Marquette describes the fierce and stupid look of the old bulls as they stared at the intruders through the tangled mane which nearly blinded them.

The voyagers moved cautiously:

Landed at night and made a fire to cook their evening meal; then extinguished it, embarked again, paddled some way farther, and anchored in the stream, keeping a man on the watch till morning.

They did this day after day and night after night; and at the end of two weeks they had not seen a human being. The river was an awful solitude, then. And it is now, over most of its stretch.

But at the close of the fortnight they one day came upon the footprints of men in the mud of the western bank—a Robinson Crusoe experience which carries an electric shiver with it yet, when one stumbles on it in print. They had been warned that the river Indians were as ferocious and pitiless as the river demon, and destroyed all comers without waiting for provocation; but no matter, Joliet and Marquette struck

into the country to hunt up the proprietors of the tracks. They found them by and by, and were hospitably received and well treated—if to be received by an Indian chief who has taken off his last rag in order to appear at his level best is to be received hospitably; and if to be treated abundantly to fish, porridge, and other game, including dog, and have these things forked into one's mouth by the ungloved fingers of Indians, is to be well treated. In the morning the chief and six hundred of his tribesmen escorted the Frenchmen to the river and bade them a friendly farewell.

On the rocks above the present city of Alton they found some rude and fantastic Indian paintings, which they describe. A short distance below "a torrent of yellow mud rushed furiously athwart the calm blue current of the Mississippi, boiling and surging and sweeping in its course logs, branches, and uprooted trees." This was the mouth of the Missouri, "that savage river" which, "descending from its mad career through a vast unknown of barbarism, poured its turbid floods into the bosom of its gentle sister."

By and by they passed the mouth of the Ohio; they passed canebrakes; they fought mosquitoes; they floated along, day after day, through the deep silence and loneliness of the river, drows-

ing in the scant shade of makeshift awnings, and broiling with the heat; they encountered and exchanged civilities with another party of Indians; and at last they reached the mouth of the Arkansas (about a month out from their starting-point), where a tribe of war-whooping savages swarmed out to meet and murder them; but they appealed to the Virgin for help; so in place of a fight there was a feast, and plenty of pleasant palaver and folderol.

They had proved to their satisfaction that the Mississippi did not empty into the Gulf of California, or into the Atlantic. They believed it emptied into the Gulf of Mexico. They turned back now, and carried their great news to Canada.

But belief is not proof. It was reserved for La Salle to furnish the proof. He was provokingly delayed by one misfortune after another, but at last got his expedition under way at the end of the year 1681. In the dead of the winter he and Henri de Tonty, son of Lorenzo Tonty, who invented the tontine, his lieutenant, started down the Illinois, with a following of eighteen Indians brought from New England, and twenty-three Frenchmen. They moved in procession down the surface of the frozen river, on foot, and dragging their canoes after them on sledges.

At Peoria Lake they struck open water, and paddled thence to the Mississippi and turned

their prows southward. They ploughed through the fields of floating ice, past the mouth of the Missouri; past the mouth of the Ohio, by and by; "and, gliding by the wastes of bordering swamp, landed on the 24th of February near the Third Chickasaw Bluffs," where they halted and built Fort Prudhomme.

"Again," says Mr. Parkman, "they embarked; and with every stage of their adventurous progress the mystery of this vast new world was more and more unveiled. More and more they entered the realms of spring. The hazy sunlight, the warm and drowsy air, the tender foliage, the opening flowers, betokened the reviving life of nature."

Day by day they floated down the great bends, in the shadow of the dense forests, and in time arrived at the mouth of the Arkansas. First they were greeted by the natives of this locality as Marquette had before been greeted by them —with the booming of the war-drum and a flourish of arms. The Virgin composed the difficulty in Marquette's case; the pipe of peace did the same office for La Salle. The white man and the red man struck hands and entertained each other during three days. Then, to the admiration of the savages, La Salle set up a cross with the arms of France on it, and took possession of the whole country for the king—the cool fashion of the time—while the priest piously con-

secrated the robbery with a hymn. The priest explained the mysteries of the faith "by signs," for the saving of the savages; thus compensating them with possible possessions in heaven for the certain ones on earth which they had just been robbed of. And also, by signs, La Salle drew from these simple children of the forest acknowledgments of fealty to Louis XIV., over the water. Nobody smiled at these colossal ironies.

These performances took place on the site of the future town of Napoleon, Arkansas, and there the first confiscation cross was raised on the banks of the great river. Marquette's and Joliet's voyage of discovery ended at the same spot—the site of the future town of Napoleon. When De Soto took his fleeting glimpse of the river, away back in the dim early days, he took it from that same spot—the site of the future town of Napoleon, Arkansas. Therefore, three out of the four memorable events connected with the discovery and exploration of the mighty river occurred, by accident, in one and the same place. It is a most curious distinction, when one comes to look at it and think about it. France stole that vast country on that spot, the future Napoleon; and by and by Napoleon himself was to give the country back again—make restitution, not to the owners, but to their white American heirs.

The voyagers journeyed on, touching here and

there; "passed the sites, since become historic, of Vicksburg and Grand Gulf"; and visited an imposing Indian monarch in the Tèche country, whose capital city was a substantial one of sun-baked bricks mixed with straw—better houses than many that exist there now. The chief's house contained an audience-room forty feet square; and there he received Tonty in state, surrounded by sixty old men clothed in white cloaks. There was a temple in the town, with a mud wall about it ornamented with skulls of enemies sacrificed to the sun.

The voyagers visited the Natchez Indians, near the site of the present city of that name, where they found a "religious and political despotism, a privileged class descended from the sun, a temple, and a sacred fire." It must have been like getting home again; it was home again; it was home with an advantage, in fact, for it lacked Louis XIV.

A few more days swept swiftly by, and La Salle stood in the shadow of his confiscating cross, at a meeting of the waters from Delaware, and from Itasca, and from the mountain ranges close upon the Pacific, with the waters of the Gulf of Mexico, his task finished, his prodigy achieved. Mr. Parkman, in closing his fascinating narrative, thus sums up:

> On that day the realm of France received on parchment a stupendous accession. The fertile plains of

Texas; the vast basin of the Mississippi, from its frozen northern springs to the sultry borders of the Gulf; from the woody ridges of the Alleghanies to the bare peaks of the Rocky Mountains—a region of savannas and forests, sun-cracked deserts and grassy prairies, watered by a thousand rivers, ranged by a thousand warlike tribes, passed beneath the sceptre of the Sultan of Versailles; and all by virtue of a feeble human voice, inaudible a half a mile.

IV

THE BOYS' AMBITION

WHEN I was a boy there was but one permanent ambition among my comrades in our village* on the west bank of the Mississippi River. That was, to be a steamboatman. We had transient ambitions of other sorts, but they were only transient. When a circus came and went, it left us all burning to become clowns; the first negro-minstrel show that ever came to our section left us all suffering to try that kind of life; now and then we had a hope that, if we lived and were good, we might have the good luck to be pirates. These ambitions faded out, each in turn; but the ambition to be a steamboatman always remained.

Once a day a cheap, gaudy packet arrived upward from St. Louis, and another downward from Keokuk. Before these events, the day was glorious with expectancy; after them, the day was a dead and empty thing. Not only the boys, but the whole village, felt this. After all these years I can picture that old time to myself now, just as it was

* Hannibal, Missouri.

then: the white town drowsing in the sunshine of a summer's morning; the streets empty, or pretty nearly so; one or two clerks sitting in front of the Water Street stores, with their splint-bottomed chairs tilted back against the walls, chins on breasts, hats slouched over their faces, asleep—with shingle-shavings enough around to show what broke them down; a sow and a litter of pigs loafing along the sidewalk, doing a good business in watermelon rinds and seeds; two or three lonely little freight-piles scattered about the "levee"; a pile of "skids" on the slope of the stone-paved wharf, and the fragrant town drunkard asleep in the shadow of them; two or three wood flats at the head of the wharf, but nobody to listen to the peaceful lapping of the wavelets against them; the great Mississippi, the majestic, the magnificent Mississippi, rolling its mile-wide tide along, shining in the sun; the dense forest away on the other side; the "point" above the town, and the "point" below, bounding the river-glimpse and turning it into a sort of sea, and withal a very still and brilliant and lonely one.

Presently a film of dark smoke appears above one of those remote "points"; instantly a negro drayman, famous for his quick eye and prodigious voice, lifts up the cry, "S-t-e-a-m-boat a-comin'!" and the scene changes! The town drunkard stirs, the clerks wake up, a furious clatter of drays, every house and store pours out a human contri-

bution, and all in a twinkling the dead town is alive and moving. Drays, carts, men, boys, all go hurrying from many quarters to a common centre, the wharf. Assembled there, the people fasten their eyes upon the coming boat as upon a wonder they are seeing for the first time. And the boat *is* rather a handsome sight, too. She is long and sharp and trim and pretty; she has two tall, fancy-topped chimneys, with a gilded device of some kind swung between them; a fanciful pilot-house, all glass and "gingerbread," perched on top of the "texas" deck behind them; the paddle-boxes are gorgeous with a picture or with gilded rays above the boat's name; the boiler-deck, the hurricane-deck, and the texas-deck are fenced and ornamented with clean white railings; there is a flag gallantly flying from the jack-staff; the furnace doors are open and the fires glaring bravely; the upper decks are black with passengers; the captain stands by the big bell, calm, imposing, the envy of all; great volumes of the blackest smoke are rolling and tumbling out of the chimneys—a husbanded grandeur created with a bit of pitch pine just before arriving at a town; the crew are grouped on the forecastle; the broad stage is run far out over the port bow, and an envied deck-hand stands picturesquely on the end of it with a coil of rope in his hand; the pent steam is screaming through the gauge-cocks; the captain lifts his hand, a bell rings,

STEAMBOAT TIME

the wheels stop; then they turn back, churning the water to foam, and the steamer is at rest. Then such a scramble as there is to get aboard, and to get ashore, and to take in freight and to discharge freight, all at one and the same time; and such a yelling and cursing as the mates facilitate it all with! Ten minutes later the steamer is under way again, with no flag on the jack-staff and no black smoke issuing from the chimneys. After ten more minutes the town is dead again, and the town drunkard asleep by the skids once more.

My father was a justice of the peace, and I supposed he possessed the power of life and death over all men, and could hang anybody that offended him. This was distinction enough for me as a general thing; but the desire to be a steamboatman kept intruding, nevertheless. I first wanted to be a cabin-boy, so that I could come out with a white apron on and shake a table-cloth over the side, where all my old comrades could see me; later I thought I would rather be the deck-hand who stood on the end of the stage-plank with the coil of rope in his hand, because he was particularly conspicuous. But these were only day-dreams—they were too heavenly to be contemplated as real possibilities. By and by one of our boys went away. He was not heard of for a long time. At last he turned up as apprentice engineer or "striker" on a steamboat. That boy had been notoriously worldly, and

I just the reverse; yet he was exalted to this eminence, and I left in obscurity and misery.

There was nothing generous about this fellow in his greatness. He would always manage to have a rusty bolt to scrub while his boat tarried at our town, and he would sit on the inside guard and scrub it, where we all could see him and envy him and loathe him. And whenever his boat was laid up he would come home and swell around the town in his blackest and greasiest clothes, so that nobody could help remembering that he was a steamboatman; and he used all sorts of steamboat technicalities in his talk, as if he were so used to them that he forgot common people could not understand them. He would speak of the "lab-board" side of a horse in an easy, natural way that would make one wish he were dead. And he was always talking about "St. Looy" like an old citizen; he would refer casually to occasions when he was "coming down Fourth Street," or when he was "passing by the Planter's House," or when there was a fire and he took a turn at the brakes of "the old Big Missouri"; and then he would go on and lie about how many towns the size of ours were burned down there that day.

Two or three of the boys had long been persons of consideration among us because they had been to St. Louis once and had a vague general knowledge of its wonders, but the day of their glory was

over now. They lapsed into a humble silence, and learned to disappear when the ruthless "cub"-engineer approached. This fellow had money, too, and hair-oil. Also an ignorant silver watch and a showy brass watch-chain. He wore a leather belt and used no suspenders. If ever a youth was cordially admired and hated by his comrades, this one was. No girl could withstand his charms. He "cut out" every boy in the village. When his boat blew up at last, it diffused a tranquil contentment among us such as we had not known for months. But when he came home the next week, alive, renowned, and appeared in church all battered up and bandaged, a shining hero, stared at and wondered over by everybody, it seemed to us that the partiality of Providence for an undeserving reptile had reached a point where it was open to criticism.

This creature's career could produce but one result, and it speedily followed. Boy after boy managed to get on the river. The minister's son became an engineer. The doctor's and the postmaster's sons became "mud-clerks"; four sons of the chief merchant, and two sons of the county judge, became pilots. Pilot was the grandest position of all. The pilot, even in those days of trivial wages, had a princely salary—from a hundred and fifty to two hundred and fifty dollars a month, and no board to pay. Two months of his wages would

pay a preacher's salary for a year. Now some of us were left disconsolate. We could not get on the river—at least our parents would not let us.

So by and by, I ran away. I said I would never come home again till I was a pilot and could come in glory. But somehow I could not manage it. I went meekly aboard a few of the boats that lay packed together like sardines at the long St. Louis wharf, and humbly inquired for the pilots, but only got a cold shoulder and short words from mates and clerks. I had to make the best of this sort of treatment for the time being, but I had comforting day-dreams of a future when I should be a great and honored pilot, with plenty of money, and could kill some of these mates and clerks and pay for them.

V

I WANT TO BE A CUB-PILOT

MONTHS afterward the hope within me struggled to a reluctant death, and I found myself without an ambition. But I was ashamed to go home. I was in Cincinnati, and I set to work to map out a new career. I had been reading about the recent exploration of the river Amazon by an expedition sent out by our government. It was said that the expedition, owing to difficulties, had not thoroughly explored a part of the country lying about the headwaters, some four thousand miles from the mouth of the river. It was only about fifteen hundred miles from Cincinnati to New Orleans, where I could doubtless get a ship. I had thirty dollars left; I would go and complete the exploration of the Amazon. This was all the thought I gave to the subject. I never was great in matters of detail. I packed my valise, and took passage on an ancient tub called the *Paul Jones*, for New Orleans. For the sum of sixteen dollars I had the scarred and tarnished splendors of "her" main saloon

principally to myself, for she was not a creature to attract the eye of wiser travellers.

When we presently got under way and went poking down the broad Ohio, I became a new being, and the subject of my own admiration. I was a traveller! A word never had tasted so good in my mouth before. I had an exultant sense of being bound for mysterious lands and distant climes which I never have felt in so uplifting a degree since. I was in such a glorified condition that all ignoble feelings departed out of me, and I was able to look down and pity the untravelled with a compassion that had hardly a trace of contempt in it. Still, when we stopped at villages and wood-yards, I could not help lolling carelessly upon the railings of the boiler-deck to enjoy the envy of the country boys on the bank. If they did not seem to discover me, I presently sneezed to attract their attention, or moved to a position where they could not help seeing me. And as soon as I knew they saw me I gaped and stretched, and gave other signs of being mightily bored with travelling.

I kept my hat off all the time, and stayed where the wind and the sun could strike me, because I wanted to get the bronzed and weather-beaten look of an old traveller. Before the second day was half gone I experienced a joy which filled me with the purest gratitude; for I saw that the skin had begun to blister and peel off my face and neck. I wished

that the boys and girls at home could see me now.

We reached Louisville on time — at least the neighborhood of it. We stuck hard and fast on the rocks in the middle of the river, and lay there four days. I was now beginning to feel a strong sense of being a part of the boat's family, a sort of infant son to the captain and younger brother to the officers. There is no estimating the pride I took in this grandeur, or the affection that began to swell and grow in me for those people. I could not know how the lordly steamboatman scorns that sort of presumption in a mere landsman. I particularly longed to acquire the least trifle of notice from the big stormy mate, and I was on the alert for an opportunity to do him a service to that end. It came at last. The riotous powwow of setting a spar was going on down on the forecastle, and I went down there and stood around in the way—or mostly skipping out of it—till the mate suddenly roared a general order for somebody to bring him a capstan bar. I sprang to his side and said: "Tell me where it is—I'll fetch it!"

If a rag-picker had offered to do a diplomatic service for the Emperor of Russia, the monarch could not have been more astounded than the mate was. He stood and stared down at me. It took him ten seconds to scrape his disjointed remains together again. Then he said impressively: "Well,

if this don't beat all!" and turned to his work with the air of a man who had been confronted with a problem too abstruse for solution.

I crept away and courted solitude for the rest of the day. I did not go to dinner; I stayed away from supper until everybody else had finished. I did not feel so much like a member of the boat's family now as before. However, my spirits returned, in instalments, as we pursued our way down the river. I was sorry I hated the mate so, because it was not in (young) human nature not to admire him. He was huge and muscular, his face was bearded and whiskered all over; he had a red woman and a blue woman tattooed on his right arm—one on each side of a blue anchor with a red rope to it; and in the matter of profanity he was sublime. When he was getting out cargo at a landing, I was always where I could see and hear. He felt all the majesty of his great position, and made the world feel it, too. When he gave even the simplest order, he discharged it like a blast of lightning. I could not help contrasting the way in which the average landsman would give an order with the mate's way of doing it. If the landsman should wish the gangplank moved a foot farther forward, he would probably say: "James, or William, one of you push that plank forward, please"; but put the mate in his place, and he would roar out: "Here, now, start

that gang-plank for'ard! Lively, now! *What*'re you about! Snatch it! *snatch* it! There! there! Aft again! aft again! Don't you hear me? Dash it to dash! are you going to *sleep* over it! *'Vast* heaving. 'Vast heaving, I tell you! Going to heave it clear astern? WHERE're you going with that barrel! *for'ard* with it 'fore I make you swallow it, you split between a tired mud-turtle and a crippled hearse-horse!"

I wished I could talk like that.

When the soreness of my adventure with the mate had somewhat worn off, I began timidly to make up to the humblest official connected with the boat—the night-watchman. He snubbed my advances at first, but I presently ventured to offer him a new chalk pipe, and that softened him. So he allowed me to sit with him by the big bell on the hurricane-deck, and in time he melted into conversation. He could not well have helped it, I hung with such homage on his words and so plainly showed that I felt honored by his notice. He told me the names of dim capes and shadowy islands as we glided by them in the solemnity of the night, under the winking stars, and by and by got to talking about himself. He seemed oversentimental for a man whose salary was six dollars a week—or rather he might have seemed so to an older person than I. But I drank in his words hungrily, and with a faith that might have moved moun-

tains if it had been applied judiciously. What was it to me that he was soiled and seedy? What was it to me that his grammar was bad, and his construction worse? He was a wronged man, a man who had seen trouble, and that was enough for me. As he mellowed into his plaintive history his tears dripped upon the lantern in his lap, and I cried, too, from sympathy. He said he was the son of an English nobleman—either an earl or an alderman, he could not remember which, but believed was both; his father, the nobleman, loved him, but his mother hated him from the cradle; and so while still a little boy he was sent to "one of them old, ancient colleges"—he couldn't remember which; and by and by his father died and his mother seized the property and "shook" him, as he phrased it. After his mother shook him, members of the nobility with whom he was acquainted used their influence to get him the position of "loblolly-boy in a ship"; and from that point my watchman threw off all trammels of date and locality and branched out into a narrative that bristled all along with incredible adventures; a narrative that was so reeking with bloodshed, and so crammed with hairbreadth escapes and the most engaging and unconscious personal villanies, that I sat speechless, enjoying, shuddering, wondering, worshipping.

It was a sore blight to find out afterward that he was a low, vulgar, ignorant, sentimental, half-

witted humbug, an untravelled native of the wilds of Illinois, who had absorbed wildcat literature and appropriated its marvels, until in time he had woven odds and ends of the mess into this yarn, and then gone on telling it to fledglings like me, until he had come to believe it himself.

VI

A CUB-PILOT'S EXPERIENCES

WHAT with lying on the rocks four days at Louisville, and some other delays, the poor old *Paul Jones* fooled away about two weeks in making the voyage from Cincinnati to New Orleans. This gave me a chance to get acquainted with one of the pilots, and he taught me how to steer the boat, and thus made the fascination of river life more potent than ever for me.

It also gave me a chance to get acquainted with a youth who had taken deck passage—more's the pity; for he easily borrowed six dollars of me on a promise to return to the boat and pay it back to me the day after we should arrive. But he probably died or forgot, for he never came. It was doubtless the former, since he had said his parents were wealthy, and he only travelled deck passage because it was cooler.*

I soon discovered two things. One was that a vessel would not be likely to sail for the mouth of of the Amazon under ten or twelve years; and the

* "Deck" passage—*i.e.*, steerage passage.

other was that the nine or ten dollars still left in my pocket would not suffice for so impossible an exploration as I had planned, even if I could afford to wait for a ship. Therefore it followed that I must contrive a new career. The *Paul Jones* was now bound for St. Louis. I planned a siege against my pilot, and at the end of three hard days he surrendered. He agreed to teach me the Mississippi River from New Orleans to St. Louis for five hundred dollars, payable out of the first wages I should receive after graduating. I entered upon the small enterprise of "learning" twelve or thirteen hundred miles of the great Mississippi River with the easy confidence of my time of life. If I had really known what I was about to require of my faculties, I should not have had the courage to begin. I supposed that all a pilot had to do was to keep his boat in the river, and I did not consider that that could be much of a trick, since it was so wide.

The boat backed out from New Orleans at four in the afternoon, and it was "our watch" until eight. Mr. Bixby, my chief, "straightened her up," ploughed her along past the sterns of the other boats that lay at the Levee, and then said, "Here, take her; shave those steamships as close as you'd peel an apple." I took the wheel, and my heart-beat fluttered up into the hundreds; for it seemed to me that we were about to scrape

the side off every ship in the line, we were so close. I held my breath and began to claw the boat away from the danger; and I had my own opinion of the pilot who had known no better than to get us into such peril, but I was too wise to express it. In half a minute I had a wide margin of safety intervening between the *Paul Jones* and the ships; and within ten seconds more I was set aside in disgrace, and Mr. Bixby was going into danger again and flaying me alive with abuse of my cowardice. I was stung, but I was obliged to admire the easy confidence with which my chief loafed from side to side of his wheel, and trimmed the ships so closely that disaster seemed ceaselessly imminent. When he had cooled a little he told me that the easy water was close ashore and the current outside, and therefore we must hug the bank, up-stream, to get the benefit of the former, and stay well out, down-stream, to take advantage of the latter. In my own mind I resolved to be a down-stream pilot, and leave the up-streaming to people dead to prudence.

Now and then Mr. Bixby called my attention to certain things. Said he, "This is Six-Mile Point." I assented. It was pleasant enough information, but I could not see the bearing of it. I was not conscious that it was a matter of any interest to me. Another time he said, "This is Nine-Mile Point." Later he said, "This is Twelve-Mile Point."

They were all about level with the water's edge; they all looked about alike to me; they were monotonously unpicturesque. I hoped Mr. Bixby would change the subject. But no; he would crowd up around a point, hugging the shore with affection, and then say: "The slack water ends here, abreast this bunch of China-trees; now we cross over." So he crossed over. He gave me the wheel once or twice, but I had no luck. I either came near chipping off the edge of a sugar plantation, or I yawed too far from shore, and so dropped back into disgrace again and got abused.

The watch was ended at last, and we took supper and went to bed. At midnight the glare of a lantern shone in my eyes, and the night watchman said: "Come, turn out!"

And then he left. I could not understand this extraordinary procedure; so I presently gave up trying to, and dozed off to sleep. Pretty soon the watchman was back again, and this time he was gruff. I was annoyed. I said:

"What do you want to come bothering around here in the middle of the night for? Now, as like as not, I'll not get to sleep again to-night."

The watchman said:

"Well, if this ain't good, I'm blessed!"

The "off-watch" was just turning in, and I heard some brutal laughter from them, and such remarks as "Hello, watchman! ain't the new cub

turned out yet? He's delicate, likely. Give him some sugar in a rag, and send for the chambermaid to sing 'Rock-a-by Baby' to him."

About this time Mr. Bixby appeared on the scene. Something like a minute later I was climbing the pilot-house steps with some of my clothes on and the rest in my arms. Mr. Bixby was close behind, commenting. Here was something fresh—this thing of getting up in the middle of the night to go to work. It was a detail in piloting that had never occurred to me at all. I knew that boats ran all night, but somehow I had never happened to reflect that somebody had to get up out of a warm bed to run them. I began to fear that piloting was not quite so romantic as I had imagined it was; there was something very real and worklike about this new phase of it.

It was a rather dingy night, although a fair number of stars were out. The big mate was at the wheel, and he had the old tub pointed at a star and was holding her straight up the middle of the river. The shores on either hand were not much more than half a mile apart, but they seemed wonderfully far away and ever so vague and indistinct. The mate said:

"We've got to land at Jones's plantation, sir."

The vengeful spirit in me exulted. I said to myself: "I wish you joy of your job, Mr. Bixby; you'll have a good time finding Mr. Jones's planta-

tion such a night as this; and I hope you never *will* find it as long as you live."

Mr. Bixby said to the mate:

"Upper end of the plantation, or the lower?"

"Upper."

"I can't do it. The stumps there are out of water at this stage. It's no great distance to the lower, and you'll have to get along with that."

"All right, sir. If Jones don't like it, he'll have to lump it, I reckon."

And then the mate left. My exultation began to cool and my wonder to come up. Here was a man who not only proposed to find this plantation on such a night, but to find either end of it you preferred. I dreadfully wanted to ask a question, but I was carrying about as many short answers as my cargo-room would admit of, so I held my peace. All I desired to ask Mr. Bixby was the simple question whether he was ass enough to really imagine he was going to find that plantation on a night when all plantations were exactly alike and all of the same color. But I held in. I used to have fine inspirations of prudence in those days.

Mr. Bixby made for the shore and soon was scraping it, just the same as if it had been daylight. And not only that, but singing:

"Father in heaven, the day is declining," etc.

It seemed to me that I had put my life in the keeping of a peculiarly reckless outcast. Presently he turned on me and said:

"What's the name of the first point above New Orleans?"

I was gratified to be able to answer promptly, and I did. I said I didn't know.

"Don't *know?*"

This manner jolted me. I was down at the foot again, in a moment. But I had to say just what I had said before.

"Well, you're a smart one!" said Mr. Bixby. "What's the name of the *next* point?"

Once more I didn't know.

"Well, this beats anything. Tell me the name of *any* point or place I told you."

I studied awhile and decided that I couldn't.

"Look here! What do you start out from, above Twelve-Mile Point, to cross over?"

"I—I—don't know."

"You — you — don't know?" mimicking my drawling manner of speech. "What *do* you know?"

"I—I—nothing, for certain."

"By the great Cæsar's ghost, I believe you! You're the stupidest dunderhead I ever saw or ever heard of, so help me Moses! The idea of *you* being a pilot—*you!* Why, you don't know enough to pilot a cow down a lane."

Oh, but his wrath was up! He was a nervous man, and he shuffled from one side of his wheel to the other as if the floor was hot. He would boil awhile to himself, and then overflow and scald me again.

"Look here! What do you suppose I told you the names of those points for?"

I tremblingly considered a moment, and then the devil of temptation provoked me to say:

"Well—to—to—be entertaining, I thought."

This was a red rag to the bull. He raged and stormed so (he was crossing the river at the time) that I judge it made him blind, because he ran over the steering-oar of a trading-scow. Of course the traders sent up a volley of red-hot language. Never was a man so grateful as Mr. Bixby was; because he was brimful, and here were subjects who could *talk back*. He threw open a window, thrust his head out, and such an eruption followed as I never had heard before. The fainter and farther away the scowmen's curses drifted, the higher Mr. Bixby lifted his voice and the weightier his adjectives grew. When he closed the window he was empty. You could have drawn a seine through his system and not caught curses enough to disturb your mother with. Presently he said to me in the gentlest way:

"My boy, you must get a little memorandum-book, and every time I tell you a thing, put it down

right away. There's only one way to be a pilot, and that is to get this entire river by heart. You have to know it just like A B C."

That was a dismal revelation to me; for my memory was never loaded with anything but blank cartridges. However, I did not feel discouraged long. I judged that it was best to make some allowances, for doubtless Mr. Bixby was "stretching." Presently he pulled a rope and struck a few strokes on the big bell. The stars were all gone now, and the night was as black as ink. I could hear the wheels churn along the bank, but I was not entirely certain that I could see the shore. The voice of the invisible watchman called up from the hurricane-deck:

"What's this, sir?"

"Jones's plantation."

I said to myself, "I wish I might venture to offer a small bet that it isn't." But I did not chirp. I only waited to see. Mr. Bixby handled the engine-bells, and in due time the boat's nose came to the land, a torch glowed from the forecastle, a man skipped ashore, a darkey's voice on the bank said, "Gimme de k'yarpet-bag, Mass' Jones," and the next moment we were standing up the river again, all serene. I reflected deeply awhile, and then said — but not aloud—"Well, the finding of that plantation was the luckiest accident that ever happened; but it couldn't

happen again in a hundred years." And I fully believed it *was* an accident, too.

By the time we had gone seven or eight hundred miles up the river, I had learned to be a tolerably plucky up-stream steersman, in daylight, and before we reached St. Louis I had made a trifle of progress in night-work, but only a trifle. I had a note-book that fairly bristled with the names of towns, "points," bars, islands, bends, reaches, etc.; but the information was to be found only in the note-book—none of it was in my head. It made my heart ache to think I had only got half of the river set down; for as our watch was four hours off and four hours on, day and night, there was a long four-hour gap in my book for every time I had slept since the voyage began.

My chief was presently hired to go on a big New Orleans boat, and I packed my satchel and went with him. She was a grand affair. When I stood in her pilot-house I was so far above the water that I seemed perched on a mountain; and her decks stretched so far away, fore and aft, below me, that I wondered how I could ever have considered the little *Paul Jones* a large craft. There were other differences, too. The *Paul Jones* pilot-house was a cheap, dingy, battered rattle-trap, cramped for room; but here was a sumptuous glass temple; room enough to have a dance in; showy red and gold window-curtains; an imposing sofa; leather

cushions and a back to the high bench where visiting pilots sit, to spin yarns and "look at the river"; bright, fanciful "cuspadores," instead of a broad wooden box filled with sawdust; nice new oil-cloth on the floor; a hospitable big stove for winter; a wheel as high as my head, costly with inlaid work; a wire tiller-rope; bright brass knobs for the bells; and a tidy, white-aproned, black "texas-tender," to bring up tarts and ices and coffee during mid-watch, day and night. Now this was "something like"; and so I began to take heart once more to believe that piloting was a romantic sort of occupation after all. The moment we were under way I began to prowl about the great steamer and fill myself with joy. She was as clean and as dainty as a drawing-room; when I looked down her long, gilded saloon, it was like gazing through a splendid tunnel; she had an oil-picture, by some gifted sign-painter, on every state-room door; she glittered with no end of prism-fringed chandeliers; the clerk's office was elegant, the bar was marvellous, and the barkeeper had been barbered and upholstered at incredible cost. The boiler-deck (*i.e.*, the second story of the boat, so to speak) was as spacious as a church, it seemed to me; so with the forecastle; and there was no pitiful handful of deck-hands, firemen, and roustabouts down there, but a whole battalion of men. The fires were fiercely glaring from a long row of furnaces, and over them

were eight huge boilers! This was unutterable pomp. The mighty engines—but enough of this. I had never felt so fine before. And when I found that the regiment of natty servants respectfully "sir'd" me, my satisfaction was complete.

VII

A DARING DEED

WHEN I returned to the pilot-house St. Louis was gone, and I was lost. Here was a piece of river which was all down in my book, but I could make neither head nor tail of it: you understand, it was turned around. I had seen it when coming up-stream, but I had never faced about to see how it looked when it was behind me. My heart broke again, for it was plain that I had got to learn this troublesome river *both ways*.

The pilot-house was full of pilots, going down to "look at the river." What is called the "upper river" (the two hundred miles between St. Louis and Cairo, where the Ohio comes in) was low; and the Mississippi changes its channel so constantly that the pilots used to always find it necessary to run down to Cairo to take a fresh look, when their boats were to lie in port a week; that is, when the water was at a low stage. A deal of this "looking at the river" was done by poor fellows who seldom had a berth, and whose only hope of getting one lay in their being always freshly posted and there-

fore ready to drop into the shoes of some reputable pilot, for a single trip, on account of such pilot's sudden illness, or some other necessity. And a good many of them constantly ran up and down inspecting the river, not because they ever really hoped to get a berth, but because (they being guests of the boat) it was cheaper to "look at the river" than stay ashore and pay board. In time these fellows grew dainty in their tastes, and only infested boats that had an established reputation for setting good tables. All visiting pilots were useful, for they were always ready and willing, winter or summer, night or day, to go out in the yawl and help buoy the channel or assist the boat's pilots in any way they could. They were likewise welcome because all pilots are tireless talkers, when gathered together, and as they talk only about the river they are always understood and are always interesting. Your true pilot cares nothing about anything on earth but the river, and his pride in his occupation surpasses the pride of kings.

We had a fine company of these river inspectors along this trip. There were eight or ten, and there was abundance of room for them in our great pilot-house. Two or three of them wore polished silk hats, elaborate shirt-fronts, diamond breast-pins, kid gloves, and patent-leather boots. They were choice in their English, and bore themselves with a dignity proper to men of solid means and

prodigious reputation as pilots. The others were more or less loosely clad, and wore upon their heads tall felt cones that were suggestive of the days of the Commonwealth.

I was a cipher in this august company, and felt subdued, not to say torpid. I was not even of sufficient consequence to assist at the wheel when it was necessary to put the tiller hard down in a hurry; the guest that stood nearest did that when occasion required—and this was pretty much all the time, because of the crookedness of the channel and the scant water. I stood in a corner; and the talk I listened to took the hope all out of me. One visitor said to another:

"Jim, how did you run Plum Point, coming up?"

"It was in the night, there, and I ran it the way one of the boys on the *Diana* told me; started out about fifty yards above the wood-pile on the false point, and held on the cabin under Plum Point till I raised the reef—quarter less twain—then straightened up for the middle bar till I got well abreast the old one-limbed cottonwood in the bend, then got my stern on the cottonwood and head on the low place above the point, and came through a-booming—nine and a half."

"Pretty square crossing, ain't it?"

"Yes; but the upper bar's working down fast."

Another pilot spoke up and said:

"I had better water than that, and ran it lower down; started out from the false point—mark twain—raised the second reef abreast the big snag in the bend, and had quarter less twain."

One of the gorgeous ones remarked:

"I don't want to find fault with your leadsmen, but that's a good deal of water for Plum Point, it seems to me."

There was an approving nod all around as this quiet snub dropped on the boaster and "settled" him. And so they went on talk-talk-talking. Meantime the thing that was running in my mind was: "Now, if my ears hear aright, I have not only to get the names of all the towns and islands and bends, and so on, by heart, but I must even get up a warm personal acquaintanceship with every old snag and one-limbed cottonwood and obscure wood-pile that ornaments the banks of this river for twelve hundred miles; and more than that, I must actually know where these things are in the dark, unless these guests are gifted with eyes that can pierce through two miles of solid blackness. I wish the piloting business was in Jericho and I had never thought of it."

At dusk Mr. Bixby tapped the big bell three times (the signal to land), and the captain emerged from his drawing-room in the forward end of the "texas," and looked up inquiringly. Mr. Bixby said:

"We will lay up here all night, captain."

"Very well, sir."

That was all. The boat came to shore and was tied up for the night. It seemed to me a fine thing that the pilot could do as he pleased, without asking so grand a captain's permission. I took my supper and went immediately to bed, discouraged by my day's observations and experiences. My late voyage's note-booking was but a confusion of meaningless names. It had tangled me all up in a knot every time I had looked at it in the daytime. I now hoped for respite in sleep; but no, it revelled all through my head till sunrise again, a frantic and tireless nightmare.

Next morning I felt pretty rusty and low-spirited. We went booming along, taking a good many chances, for we were anxious to "get out of the river" (as getting out to Cairo was called) before night should overtake us. But Mr. Bixby's partner, the other pilot, presently grounded the boat, and we lost so much time getting her off that it was plain the darkness would overtake us a good long way above the mouth. This was a great misfortune, especially to certain of our visiting pilots, whose boats would have to wait for their return, no matter how long that might be. It sobered the pilot-house talk a good deal. Coming up-stream, pilots did not mind low water or any kind of darkness; nothing stopped them but fog.

But down-stream work was different; a boat was too nearly helpless, with a stiff current pushing behind her; so it was not customary to run down-stream at night in low water.

There seemed to be one small hope, however: if we could get through the intricate and dangerous Hat Island crossing before night, we could venture the rest, for we would have plainer sailing and better water. But it would be insanity to attempt Hat Island at night. So there was a deal of looking at watches all the rest of the day, and a constant ciphering upon the speed we were making; Hat Island was the eternal subject; sometimes hope was high and sometimes we were delayed in a bad crossing, and down it went again. For hours all hands lay under the burden of this suppressed excitement; it was even communicated to me, and I got to feeling so solicitous about Hat Island, and under such an awful pressure of responsibility, that I wished I might have five minutes on shore to draw a good, full, relieving breath, and start over again. We were standing no regular watches. Each of our pilots ran such portions of the river as he had run when coming up-stream, because of his greater familiarity with it; but both remained in the pilot-house constantly.

An hour before sunset Mr. Bixby took the wheel, and Mr. W. stepped aside. For the next thirty minutes every man held his watch in his hand and

was restless, silent, and uneasy. At last somebody said, with a doomful sigh:

"Well, yonder's Hat Island—and we can't make it."

All the watches closed with a snap, everybody sighed and muttered something about its being "too bad, too bad—ah, if we could *only* have got here half an hour sooner!" and the place was thick with the atmosphere of disappointment. Some started to go out, but loitered, hearing no bell-tap to land. The sun dipped behind the horizon, the boat went on. Inquiring looks passed from one guest to another; and one who had his hand on the door-knob and had turned it, waited, then presently took away his hand and let the knob turn back again. We bore steadily down the bend. More looks were exchanged, and nods of surprised admiration—but no words. Insensibly the men drew together behind Mr. Bixby, as the sky darkened and one or two dim stars came out. The dead silence and sense of waiting became oppressive. Mr. Bixby pulled the cord, and two deep, mellow notes from the big bell floated off on the night. Then a pause, and one more note was struck. The watchman's voice followed, from the hurricane-deck:

"Labboard lead, there! Stabboard lead!"

The cries of the leadsmen began to rise out of the distance, and were gruffly repeated by the word-passers on the hurricane-deck.

INSENSIBLY THE MEN DREW TOGETHER

"M-a-r-k three! M-a-r-k three! Quarter-less-three! Half twain! Quarter twain! M-a-r-k twain! Quarter-less—"

Mr. Bixby pulled two bell-ropes, and was answered by faint jinglings far below in the engine-room, and our speed slackened. The steam began to whistle through the gauge-cocks. The cries of the leadsmen went on—and it is a weird sound, always, in the night. Every pilot in the lot was watching now, with fixed eyes, and talking under his breath. Nobody was calm and easy but Mr. Bixby. He would put his wheel down and stand on a spoke, and as the steamer swung into her (to me) utterly invisible marks—for we seemed to be in the midst of a wide and gloomy sea—he would meet and fasten her there. Out of the murmur of half-audible talk, one caught a coherent sentence now and then—such as:

"There; she's over the first reef all right!"

After a pause, another subdued voice:

"Her stern's coming down just *exactly* right, by *George!*"

"Now she's in the marks; over she goes!"

Somebody else muttered:

"Oh, it was done beautiful—*beautiful!*"

Now the engines were stopped altogether, and we drifted with the current. Not that I could see the boat drift, for I could not, the stars being all gone by this time. This drifting was the dismalest

work; it held one's heart still. Presently I discovered a blacker gloom than that which surrounded us. It was the head of the island. We were closing right down upon it. We entered its deeper shadow, and so imminent seemed the peril that I was likely to suffocate; and I had the strongest impulse to do *something*, anything, to save the vessel. But still Mr. Bixby stood by his wheel, silent, intent as a cat, and all the pilots stood shoulder to shoulder at his back.

"She'll not make it!" somebody whispered.

The water grew shoaler and shoaler, by the leadsman's cries, till it was down to:

"Eight-and-a-half! E-i-g-h-t feet! E-i-g-h-t feet! "Seven-and—"

Mr. Bixby said warningly through his speaking-tube to the engineer:

"Stand by, now!"

"Ay, ay, sir!"

"Seven-and-a-half! Seven feet! *Six*-and—"

We touched bottom! Instantly Mr. Bixby set a lot of bells ringing, shouted through the tube, "*Now*, let her have it—every ounce you've got!" then to his partner, "Put her hard down! snatch her! snatch her!" The boat rasped and ground her way through the sand, hung upon the apex of disaster a single tremendous instant, and then over she went! And such a shout as went up at Mr. Bixby's back never loosened the roof of a pilot-house before!

There was no more trouble after that. Mr. Bixby was a hero that night; and it was some little time, too, before his exploit ceased to be talked about by river men.

Fully to realize the marvellous precision required in laying the great steamer in her marks in that murky waste of water, one should know that not only must she pick her intricate way through snags and blind reefs, and then shave the head of the island so closely as to brush the overhanging foliage with her stern, but at one place she must pass almost within arm's-reach of a sunken and invisible wreck that would snatch the hull timbers from under her if she should strike it, and destroy a quarter of a million dollars' worth of steamboat and cargo in five minutes, and maybe a hundred and fifty human lives into the bargain.

The last remark I heard that night was a compliment to Mr. Bixby, uttered in soliloquy and with unction by one of our guests. He said:

"By the Shadow of Death, but he's a lightning pilot!"

VIII

PERPLEXING LESSONS

AT the end of what seemed a tedious while, I had managed to pack my head full of islands, towns, bars, "points," and bends; and a curiously inanimate mass of lumber it was, too. However, inasmuch as I could shut my eyes and reel off a good long string of these names without leaving out more than ten miles of river in every fifty, I began to feel that I could take a boat down to New Orleans if I could make her skip those little gaps. But of course my complacency could hardly get start enough to lift my nose a trifle into the air, before Mr. Bixby would think of something to fetch it down again. One day he turned on me suddenly with this settler:

"What is the shape of Walnut Bend?"

He might as well have asked my grandmother's opinion of protoplasm. I reflected respectfully, and then said I didn't know it had any particular shape. My gun-powdery chief went off with a bang, of course, and then went on loading and firing until he was out of adjectives.

I had learned long ago that he only carried just so many rounds of ammunition, and was sure to subside into a very placable and even remorseful old smooth-bore as soon as they were all gone. That word "old" is merely affectionate; he was not more than thirty-four. I waited. By-and-by he said:

"My boy, you've got to know the *shape* of the river perfectly. It is all there is left to steer by on a very dark night. Everything else is blotted out and gone. But mind you, it hasn't the same shape in the night that it has in the daytime."

"How on earth am I ever going to learn it, then?"

"How do you follow a hall at home in the dark? Because you know the shape of it. You can't see it."

"Do you mean to say that I've got to know all the million trifling variations of shape in the banks of this interminable river as well as I know the shape of the front hall at home?"

"On my honor, you've got to know them *better* than any man ever did know the shapes of the halls in his own house."

"I wish I was dead!"

"Now I don't want to discourage you, but ——"

"Well, pile it on me; I might as well have it now as another time."

"You see, this has got to be learned; there isn't

any getting around it. A clear starlight night throws such heavy shadows that, if you didn't know the shape of a shore perfectly, you would claw away from every bunch of timber, because you would take the black shadow of it for a solid cape; and you see you would be getting scared to death every fifteen minutes by the watch. You would be fifty yards from shore all the time when you ought to be within fifty feet of it. You can't see a snag in one of those shadows, but you know exactly where it is, and the shape of the river tells you when you are coming to it. Then there's your pitch-dark night; the river is a very different shape on a pitch-dark night from what it is on a starlight night. All shores seem to be straight lines, then, and mighty dim ones, too; and you'd *run* them for straight lines, only you know better. You boldly drive your boat right into what seems to be a solid, straight wall (you knowing very well that in reality there is a curve there), and that wall falls back and makes way for you. Then there's your gray mist. You take a night when there's one of these grisly, drizzly, gray mists, and then there isn't *any* particular shape to a shore. A gray mist would tangle the head of the oldest man that ever lived. Well, then, different kinds of *moonlight* change the shape of the river in different ways. You see——"

"Oh, don't say any more, please! Have I got

to learn the shape of the river according to all these five hundred thousand different ways? If I tried to carry all that cargo in my head it would make me stoop-shouldered."

"*No!* you only learn *the* shape of the river; and you learn it with such absolute certainty that you can always steer by the shape that's *in your head*, and never mind the one that's before your eyes."

"Very well, I'll try it; but, after I have learned it, can I depend on it? Will it keep the same form and not go fooling around?"

Before Mr. Bixby could answer, Mr. W. came in to take the watch, and he said:

"Bixby, you'll have to look out for President's Island, and all that country clear away up above the Old Hen and Chickens. The banks are caving and the shape of the shores changing like everything. Why, you wouldn't know the point above 40. You can go up inside the old sycamore snag now."*

So that question was answered. Here were leagues of shore changing shape. My spirits were down in the mud again. Two things seemed pretty apparent to me. One was, that in order to be a pilot a man had got to learn more than any one man ought to be allowed to know; and the

* It may not be necessary, but still it can do no harm to explain that "inside" means between the snag and the shore. —M. T.

other was, that he must learn it all over again in a different way every twenty-four hours.

That night we had the watch until twelve. Now it was an ancient river custom for the two pilots to chat a bit when the watch changed. While the relieving pilot put on his gloves and lit his cigar, his partner, the retiring pilot, would say something like this:

"I judge the upper bar is making down a little at Hale's Point; had quarter twain with the lower lead and mark twain* with the other."

"Yes, I thought it was making down a little, last trip. Meet any boats?"

"Met one abreast the head of 21, but she was away over hugging the bar, and I couldn't make her out entirely. I took her for the *Sunny South* —hadn't any skylights forward of the chimneys."

And so on. And as the relieving pilot took the wheel his partner† would mention that we were in such-and-such a bend, and say we were abreast of such-and-such a man's woodyard or plantation. This was courtesy; I supposed it was *necessity*. But Mr. W. came on watch full twelve minutes late on this particular night—a tremendous breach of etiquette; in fact, it is the unpardonable sin among pilots. So Mr. Bixby gave him no greet-

* Two fathoms. Quarter twain is 2¼ fathoms, 13½ feet. Mark three is three fathoms.

† "Partner" is technical for "the other pilot."

ing whatever, but simply surrendered the wheel and marched out of the pilot-house without a word. I was appalled; it was a villanous night for blackness, we were in a particularly wide and blind part of the river, where there was no shape or substance to anything, and it seemed incredible that Mr. Bixby should have left that poor fellow to kill the boat, trying to find out where he was. But I resolved that I would stand by him anyway. He should find that he was not wholly friendless. So I stood around, and waited to be asked where we were. But Mr. W. plunged on serenely through the solid firmament of black cats that stood for atmosphere, and never opened his mouth. "Here is a proud devil!" thought I; "here is a limb of Satan that would rather send us all to destruction than put himself under obligations to me, because I am not yet one of the salt of the earth and privileged to snub captains and lord it over everything dead and alive in a steamboat." I presently climbed up on the bench; I did not think it was safe to go to sleep while this lunatic was on watch.

However, I must have gone to sleep in the course of time, because the next thing I was aware of was the fact that day was breaking, Mr. W. gone, and Mr. Bixby at the wheel again. So it was four o'clock and all well—but me; I felt like a skinful of dry bones, and all of them trying to ache at once.

Mr. Bixby asked me what I had stayed up there for. I confessed that it was to do Mr. W. a benevolence—tell him where he was. It took five minutes for the entire preposterousness of the thing to filter into Mr. Bixby's system, and then I judge it filled him nearly up to the chin; because he paid me a compliment—and not much of a one either. He said:

"Well, taking you by and large, you do seem to be more different kinds of an ass than any creature I ever saw before. What did you suppose he wanted to know for?"

I said I thought it might be a convenience to him.

"Convenience! Didn't I tell you that a man's got to know the river in the night the same as he'd know his own front hall?"

"Well, I can follow the front hall in the dark if I know it *is* the front hall; but suppose you set me down in the middle of it in the dark and not tell me which hall it is; how am *I* to know?"

"Well, you've *got* to, on the river!"

"All right. Then I'm glad I never said anything to Mr. W."

"I should say so! Why, he'd have slammed you through the window and utterly ruined a hundred dollars' worth of window-sash and stuff."

I was glad this damage had been saved, for it would have made me unpopular with the owners.

They always hated anybody who had the name of being careless and injuring things.

I went to work now to learn the shape of the river; and of all the eluding and ungraspable objects that ever I tried to get mind or hands on, that was the chief. I would fasten my eyes upon a sharp, wooded point that projected far into the river some miles ahead of me, and go to laboriously photographing its shape upon my brain; and just as I was beginning to succeed to my satisfaction, we would draw up toward it and the exasperating thing would begin to melt away and fold back into the bank! If there had been a conspicuous dead tree standing upon the very point of the cape, I would find that tree inconspicuously merged into the general forest, and occupying the middle of a straight shore, when I got abreast of it! No prominent hill would stick to its shape long enough for me to make up my mind what its form really was, but it was as dissolving and changeful as if it had been a mountain of butter in the hottest corner of the tropics. Nothing ever had the same shape when I was coming down-stream that it had borne when I went up. I mentioned these little difficulties to Mr. Bixby. He said:

"That's the very main virtue of the thing. If the shapes didn't change every three seconds they wouldn't be of any use. Take this place where we are now, for instance. As long as that hill over

yonder is only one hill, I can boom right along the way I'm going; but the moment it splits at the top and forms a V, I know I've got to scratch to starboard in a hurry, or I'll bang this boat's brains out against a rock; and then the moment one of the prongs of the V swings behind the other, I've got to waltz to larboard again, or I'll have a misunderstanding with a snag that would snatch the keelson out of this steamboat as neatly as if it were a sliver in your hand. If that hill didn't change its shape on bad nights there would be an awful steamboat graveyard around here inside of a year."

It was plain that I had got to learn the shape of the river in all the different ways that could be thought of—upside down, wrong end first, inside out, fore-and-aft, and "thort-ships"—and then know what to do on gray nights when it hadn't any shape at all. So I set about it. In the course of time I began to get the best of this knotty lesson, and my self-complacency moved to the front once more. Mr. Bixby was all fixed, and ready to start it to the rear again. He opened on me after this fashion:

"How much water did we have in the middle crossing at Hole-in-the-Wall, trip before last?"

I considered this an outrage. I said:

"Every trip, down and up, the leadsmen are singing through that tangled place for three-quar-

ters of an hour on a stretch. How do you reckon I can remember such a mess as that?"

"My boy, you've got to remember it. You've got to remember the exact spot and the exact marks the boat lay in when we had the shoalest water, in every one of the five hundred shoal places between St. Louis and New Orleans; and you mustn't get the shoal soundings and marks of one trip mixed up with the shoal soundings and marks of another, either, for they're not often twice alike. You must keep them separate."

When I came to myself again, I said:

"When I get so that I can do that, I'll be able to raise the dead, and then I won't have to pilot a steamboat to make a living. I want to retire from this business. I want a slush-bucket and a brush; I'm only fit for a roustabout. I haven't got brains enough to be a pilot; and if I had I wouldn't have strength enough to carry them around, unless I went on crutches."

"Now drop that! When I say I'll learn* a man the river, I mean it. And you can depend on it, I'll learn him or kill him."

* "Teach" is not in the river vocabulary.

IX

CONTINUED PERPLEXITIES

THERE was no use in arguing with a person like this. I promptly put such a strain on my memory that by-and-by even the shoal water and the countless crossing-marks began to stay with me. But the result was just the same. I never could more than get one knotty thing learned before another presented itself. Now I had often seen pilots gazing at the water and pretending to read it as if it were a book; but it was a book that told me nothing. A time came at last, however, when Mr. Bixby seemed to think me far enough advanced to bear a lesson on water-reading. So he began:

"Do you see that long, slanting line on the face of the water? Now, that's a reef. Moreover, it's a bluff reef. There is a solid sand-bar under it that is nearly as straight up and down as the side of a house. There is plenty of water close up to it, but mighty little on top of it. If you were to hit it you would knock the boat's brains out. Do you see where the line fringes out at the upper end and begins to fade away?"

"Yes, sir."

"Well, that is a low place; that is the head of the reef. You can climb over there, and not hurt anything. Cross over, now, and follow along close under the reef—easy water there—not much current."

I followed the reef along till I approached the fringed end. Then Mr. Bixby said:

"Now get ready. Wait till I give the word. She won't want to mount the reef; a boat hates shoal water. Stand by—wait—*wait*—keep her well in hand. *Now* cramp her down! Snatch her! snatch her!"

He seized the other side of the wheel and helped to spin it around until it was hard down, and then we held it so. The boat resisted, and refused to answer for a while, and next she came surging to starboard, mounted the reef, and sent a long, angry ridge of water foaming away from her bows.

"Now watch her; watch her like a cat, or she'll get away from you. When she fights strong and the tiller slips a little, in a jerky, greasy sort of way, let up on her a trifle; it is the way she tells you at night that the water is too shoal; but keep edging her up, little by little, toward the point. You are well on the bar now; there is a bar under every point, because the water that comes down around it forms an eddy and allows the sediment to sink. Do you see those fine lines on the face of the water

that branch out like the ribs of a fan? Well, those are little reefs; you want to just miss the ends of them, but run them pretty close. Now look out—look out! Don't you crowd that slick, greasy-looking place; there ain't nine feet there; she won't stand it. She begins to smell it; look sharp, I tell you! Oh, blazes, there you go! Stop the starboard wheel! Quick! Ship up to back! Set her back!"

The engine bells jingled and the engines answered promptly, shooting white columns of steam far aloft out of the 'scape-pipes, but it was too late. The boat had "smelt" the bar in good earnest; the foamy ridges that radiated from her bows suddenly disappeared, a great dead swell came rolling forward, and swept ahead of her, she careened far over to larboard, and went tearing away toward the shore as if she were about scared to death. We were a good mile from where we ought to have been when we finally got the upper hand of her again.

During the afternoon watch the next day, Mr. Bixby asked me if I knew how to run the next few miles. I said:

"Go inside the first snag above the point, outside the next one, start out from the lower end of Higgins's woodyard, make a square crossing, and—"

"That's all right. I'll be back before you close up on the next point."

But he wasn't. He was still below when I rounded it and entered upon a piece of the river which I had some misgivings about. I did not know that he was hiding behind a chimney to see how I would perform. I went gayly along, getting prouder and prouder, for he had never left the boat in my sole charge such a length of time before. I even got to "setting" her and letting the wheel go entirely, while I vainglori-ously turned my back and inspected the stern marks and hummed a tune, a sort of easy indiffer-ence which I had prodigiously admired in Bixby and other great pilots. Once I inspected rather long, and when I faced to the front again my heart flew into my mouth so suddenly that if I hadn't clapped my teeth together I should have lost it. One of those frightful bluff reefs was stretching its deadly length right across our bows! My head was gone in a moment; I did not know which end I stood on; I gasped and could not get my breath; I spun the wheel down with such rapidity that it wove itself together like a spider's web; the boat answered and turned square away from the reef, but the reef followed her! I fled, but still it followed, still it kept—right across my bows! I never looked to see where I was going, I only fled. The awful crash was imminent. Why didn't that villain come? If I committed the crime of ringing a bell I might get thrown

overboard. But better that than kill the boat. So in blind desperation, I started such a rattling "shivaree" down below as never had astounded an engineer in this world before, I fancy. Amidst the frenzy of the bells the engines began to back and fill in a curious way, and my reason forsook its throne—we were about to crash into the woods on the other side of the river. Just then Mr. Bixby stepped calmly into view on the hurricane-deck. My soul went out to him in gratitude. My distress vanished; I would have felt safe on the brink of Niagara with Mr. Bixby on the hurricane-deck. He blandly and sweetly took his toothpick out of his mouth between his fingers, as if it were a cigar,—we were just in the act of climbing an overhanging big tree, and the passengers were scudding astern like rats,—and lifted up these commands to me ever so gently:

"Stop the starboard! Stop the larboard! Set her back on both!"

The boat hesitated, halted, pressed her nose among the boughs a critical instant, then reluctantly began to back away.

"Stop the larboard! Come ahead on it! Stop the starboard! Come ahead on it! Point her for the bar!"

I sailed away as serenely as a summer's morning. Mr. Bixby came in and said, with mock simplicity:

"When you have a hail, my boy, you ought to tap the big bell three times before you land, so that the engineers can get ready."

I blushed under the sarcasm, and said I hadn't had any hail.

"Ah! Then it was for wood, I suppose. The officer of the watch will tell you when he wants to wood up."

I went on consuming, and said I wasn't after wood.

"Indeed? Why, what could you want over here in the bend, then? Did you ever know of a boat following a bend up-stream at this stage of the river?"

"No, sir—and *I* wasn't trying to follow it. I was getting away from a bluff reef."

"No, it wasn't a bluff reef; there isn't one within three miles of where you were."

"But I saw it. It was as bluff as that one yonder."

"Just about. Run over it!"

"Do you give it as an order?"

"Yes. Run over it!"

"If I don't, I wish I may die."

"All right; I am taking the responsibility."

I was just as anxious to kill the boat, now, as I had been to save it before. I impressed my orders upon my memory, to be used at the inquest, and made a straight break for the reef. As it dis-

appeared under our bows I held my breath; but we slid over it like oil.

"Now, don't you see the difference? It wasn't anything but a *wind* reef. The wind does that."

"So I see. But it is exactly like a bluff reef. How am I ever going to tell them apart?"

"I can't tell you. It is an instinct. By-and-by you will just naturally *know* one from the other, but you never will be able to explain why or how you know them apart."

It turned out to be true. The face of the water, in time, became a wonderful book—a book that was a dead language to the uneducated passenger, but which told its mind to me without reserve, delivering its most cherished secrets as clearly as if it uttered them with a voice. And it was not a book to be read once and thrown aside, for it had a new story to tell every day. Throughout the long twelve hundred miles there was never a page that was void of interest, never one that you could leave unread without loss, never one that you would want to skip, thinking you could find higher enjoyment in some other thing. There never was so wonderful a book written by man; never one whose interest was so absorbing, so unflagging, so sparklingly renewed with every re-perusal. The passenger who could not read it was charmed with a peculiar sort of faint dimple on its surface (on the rare occasions when he did

not overlook it altogether); but to the pilot that was an *italicized* passage; indeed, it was more than that, it was a legend of the largest capitals, with a string of shouting exclamation-points at the end of it, for it meant that a wreck or a rock was buried there that could tear the life out of the strongest vessel that ever floated. It is the faintest and simplest expression the water ever makes, and the most hideous to a pilot's eye. In truth, the passenger who could not read this book saw nothing but all manner of pretty pictures in it, painted by the sun and shaded by the clouds, whereas to the trained eye these were not pictures at all, but the grimmest and most dead-earnest of reading matter.

Now when I had mastered the language of this water, and had come to know every trifling feature that bordered the great river as familiarly as I knew the letters of the alphabet, I had made a valuable acquisition. But I had lost something, too. I had lost something which could never be restored to me while I lived. All the grace, the beauty, the poetry, had gone out of the majestic river! I still kept in mind a certain wonderful sunset which I witnessed when steamboating was new to me. A broad expanse of the river was turned to blood; in the middle distance the red hue brightened into gold, through which a solitary log came floating, black and conspicuous; in one

place a long, slanting mark lay sparkling upon the water; in another the surface was broken by boiling, tumbling rings, that were as many-tinted as an opal; where the ruddy flush was faintest, was a smooth spot that was covered with graceful circles and radiating lines, ever so delicately traced; the shore on our left was densely wooded, and the sombre shadow that fell from this forest was broken in one place by a long, ruffled trail that shone like silver; and high above the forest wall a clean-stemmed dead tree waved a single leafy bough that glowed like a flame in the unobstructed splendor that was flowing from the sun. There were graceful curves, reflected images, woody heights, soft distances; and over the whole scene, far and near, the dissolving lights drifted steadily, enriching it every passing moment with new marvels of coloring.

I stood like one bewitched. I drank it in, in a speechless rapture. The world was new to me, and I had never seen anything like this at home. But as I have said, a day came when I began to cease from noting the glories and the charms which the moon and the sun and the twilight wrought upon the river's face; another day came when I ceased altogether to note them. Then, if that sunset scene had been repeated, I should have looked upon it without rapture, and should have commented upon it, inwardly, after this

fashion: "This sun means that we are going to have wind to-morrow; that floating log means that the river is rising, small thanks to it; that slanting mark on the water refers to a bluff reef which is going to kill somebody's steamboat one of these nights, if it keeps on stretching out like that; those tumbling 'boils' show a dissolving bar and a changing channel there; the lines and circles in the slick water over yonder are a warning that that troublesome place is shoaling up dangerously; that silver streak in the shadow of the forest is the 'break' from a new snag, and he has located himself in the very best place he could have found to fish for steamboats; that tall dead tree, with a single living branch, is not going to last long, and then how is a body ever going to get through this blind place at night without the friendly old landmark?"

No, the romance and the beauty were all gone from the river. All the value any feature of it had for me now was the amount of usefulness it could furnish toward compassing the safe piloting of a steamboat. Since those days, I have pitied doctors from my heart. What does the lovely flush in a beauty's cheek mean to a doctor but a "break" that ripples above some deadly disease? Are not all her visible charms sown thick with what are to him the signs and symbols of hidden decay? Does he ever see her beauty at all, or

doesn't he simply view her professionally, and comment upon her unwholesome condition all to himself? And doesn't he sometimes wonder whether he has gained most or lost most by learning his trade?

X

COMPLETING MY EDUCATION

WHOSOEVER has done me the courtesy to read my chapters which have preceded this may possibly wonder that I deal so minutely with piloting as a science. It was the prime purpose of those chapters; and I am not quite done yet. I wish to show, in the most patient and painstaking way, what a wonderful science it is. Ship channels are buoyed and lighted, and therefore it is a comparatively easy undertaking to learn to run them; clear water rivers, with gravel bottoms, change their channels very gradually, and therefore one needs to learn them but once; but piloting becomes another matter when you apply it to vast streams like the Mississippi and the Missouri, whose alluvial banks cave and change constantly, whose snags are always hunting up new quarters, whose sandbars are never at rest, whose channels are forever dodging and shirking, and whose obstructions must be confronted in all nights and all weathers without the aid of a single lighthouse or a single buoy; for there is neither light nor buoy

to be found anywhere in all this three or four thousand miles of villanous river.* I feel justified in enlarging upon this great science for the reason that I feel sure no one has ever yet written a paragraph about it who had piloted a steamboat himself, and so had a practical knowledge of the subject. If the theme was hackneyed, I should be obliged to deal gently with the reader; but since it is wholly new, I have felt at liberty to take up a considerable degree of room with it.

When I had learned the name and position of every visible feature of the river; when I had so mastered its shape that I could shut my eyes and trace it from St. Louis to New Orleans; when I had learned to read the face of the water as one would cull the news from the morning paper; and finally, when I had trained my dull memory to treasure up an endless array of soundings and crossing-marks, and keep fast hold of them, I judged that my education was complete; so I got to tilting my cap to the side of my head, and wearing a toothpick in my mouth at the wheel. Mr. Bixby had his eye on these airs. One day he said:

"What is the height of that bank yonder, at Burgess's?"

"How can I tell, sir? It is three-quarters of a mile away."

* True at the time referred to; not true now.

"Very poor eye—very poor. Take the glass."

I took the glass, and presently said:

"I can't tell. I suppose that that bank is about a foot and a half high."

"Foot and a half! That's a six-foot bank. How high was the bank along here last trip?"

"I don't know; I never noticed."

"You didn't? Well, you must always do it hereafter."

"Why?"

"Because you'll have to know a good many things that it tells you. For one thing, it tells you the stage of the river—tells you whether there's more water or less in the river along here than there was last trip."

"The leads tell me that." I rather thought I had the advantage of him there.

"Yes, but suppose the leads lie? The bank would tell you so, and then you would stir those leadsmen up a bit. There was a ten-foot bank here last trip, and there is only a six-foot bank now. What does that signify?"

"That the river is four feet higher than it was last trip."

"Very good. Is the river rising or falling?"

"Rising."

"No, it ain't."

"I guess I am right, sir. Yonder is some drift-wood floating down the stream,"

"A rise *starts* the drift-wood, but then it keeps on floating awhile after the river is done rising. Now the bank will tell you about this. Wait till you come to a place where it shelves a little. Now here: do you see this narrow belt of fine sediment? That was deposited while the water was higher. You see the drift-wood begins to strand, too. The bank helps in other ways. Do you see that stump on the false point?"

"Ay, ay, sir."

"Well, the water is just up to the roots of it. You must make a note of that."

"Why?"

"Because that means that there's seven feet in the chute of 103."

"But 103 is a long way up the river yet."

"That's where the benefit of the bank comes in. There is water enough in 103 *now*, yet there may not be by the time we get there, but the bank will keep us posted all along. You don't run close chutes on a falling river, up-stream, and there are precious few of them that you are allowed to run at all down-stream. There's a law of the United States against it. The river may be rising by the time we get to 103, and in that case we'll run in. We are drawing—how much?"

"Six feet aft—six and a half forward."

"Well, you do seem to know something."

"But what I particularly want to know is, if I

have got to keep up an everlasting measuring of the banks of this river, twelve hundred miles, month in and month out?"

"Of course!"

My emotions were too deep for words for a while. Presently I said:

"And how about these chutes? Are there many of them?"

"I should say so! I fancy we sha'n't run any of the river this trip as you've ever seen it run before—so to speak. If the river begins to rise again, we'll go up behind the bars that you've always seen standing out of the river, high and dry, like a roof of a house; we'll cut across the low places that you've never noticed at all, right through the middle of bars that cover three hundred acres of river; we'll creep through cracks where you've always thought was solid land; we'll dart through the woods and leave twenty-five miles of river off to one side; we'll see the hind side of every island between New Orleans and Cairo."

"Then I've got to go to work and learn just as much more river as I already know."

"Just about twice as much more, as near as you can come at it."

"Well, one lives to find out. I think I was a fool when I went into this business."

"Yes, that is true. And you are yet. But you'll not be when you've learned it."

"Ah, I never can learn it!"

"I will see that you *do*."

By-and-by I ventured again:

"Have I got to learn all this thing just as I know the rest of the river—shapes and all—and so I can run it at night?"

"Yes. And you've got to have good fair marks from one end of the river to the other, that will help the bank tell you when there is water enough in each of these countless places—like that stump, you know. When the river first begins to rise, you can run half a dozen of the deepest of them; when it rises a foot more you can run another dozen; the next foot will add a couple of dozen, and so on: so you see you have to know your banks and marks to a dead moral certainty, and never get them mixed; for when you start through one of those cracks, there's no backing out again, as there is in the big river; you've got to go through, or stay there six months if you get caught on a falling river. There are about fifty of these cracks which you can't run at all except when the river is brimful and over the banks."

"This new lesson is a cheerful prospect."

"Cheerful enough. And mind what I've just told you: when you start into one of those places you've got to go through. They are too narrow to turn around in, too crooked to back out of, and the shoal water is always *up at the head;* never

elsewhere. And the head of them is always likely to be filling up, little by little, so that the marks you reckon their depth by, this season, may not answer for next."

"Learn a new set, then, every year?"

"Exactly. Cramp her up to the bar! What are you standing up through the middle of the river for?"

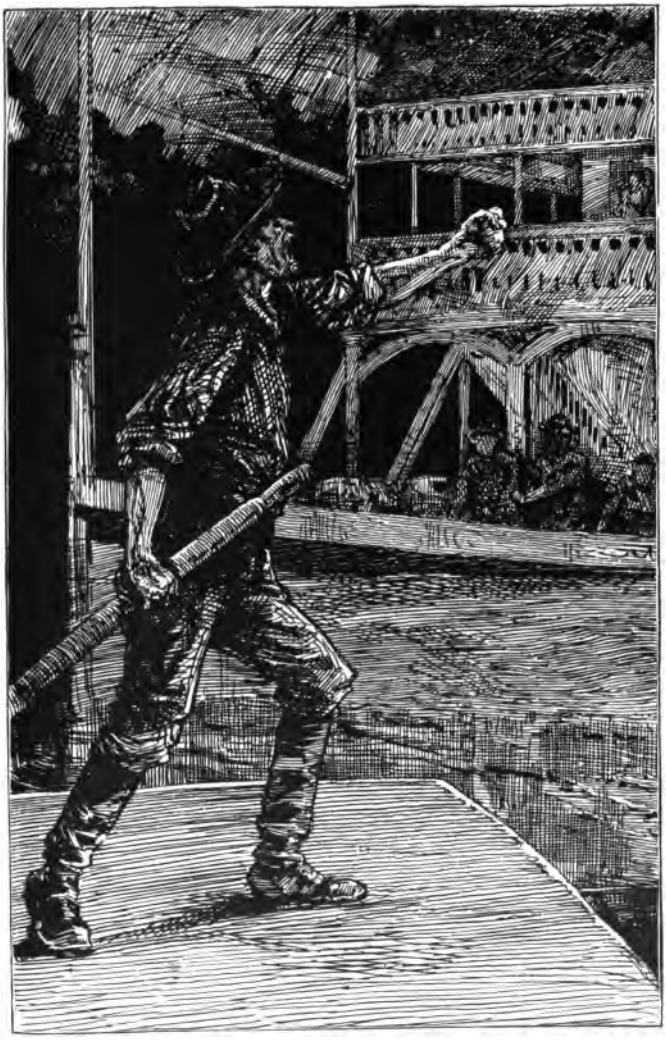
The next few months showed me strange things. On the same day that we held the conversation above narrated we met a great rise coming down the river. The whole vast face of the stream was black with drifting dead logs, broken boughs, and great trees that had caved in and been washed away. It required the nicest steering to pick one's way through this rushing raft, even in the daytime, when crossing from point to point; and at night the difficulty was mightily increased; every now and then a huge log, lying deep in the water, would suddenly appear right under our bows, coming head-on; no use to try to avoid it then; we could only stop the engines, and one wheel would walk over that log from one end to the other, keeping up a thundering racket and careening the boat in a way that was very uncomfortable to passengers. Now and then we would hit one of these sunken logs a rattling bang, dead in the centre, with a full head of steam, and it would stun the boat as if she had hit a continent. Sometimes

this log would lodge and stay right across our nose, and back the Mississippi up before it; we would have to do a little crawfishing, then, to get away from the obstruction. We often hit *white* logs in the dark, for we could not see them until we were right on them, but a black log is a pretty distinct object at night. A white snag is an ugly customer when the daylight is gone.

Of course, on the great rise, down came a swarm of prodigious timber-rafts from the headwaters of the Mississippi, coal-barges from Pittsburg, little trading-scows from everywhere, and broadhorns from "Posey County," Indiana, freighted with "fruit and furniture"—the usual term for describing it, though in plain English the freight thus aggrandized was hoop-poles and pumpkins. Pilots bore a moral hatred to these craft, and it was returned with usury. The law required all such helpless traders to keep a light burning, but it was a law that was often broken. All of a sudden, on a murky night, a light would hop up, right under our bows, almost, and an agonized voice, with the backwoods "whang" to it, would wail out:

"Whar you goin' to? Cain't you see nothin', you aig-suckin', sheep-stealin', one-eyed stuffed monkey?"

Then for an instant, as we whistled by, the red glare from our furnaces would reveal the scow and



"WHAR YOU GOIN' TO?"

the form of the gesticulating orator, as if under a lightning flash, and in that instant our firemen and deck-hands would send and receive a tempest of missiles and profanity, one of our wheels would walk off with the crashing fragments of a steering-oar, and down the dead blackness would shut again. And that flatboatman would be sure to go into New Orleans and sue our boat, swearing stoutly that he had a light burning all the time, when in truth his gang had the lantern down below to sing and lie and drink and gamble by, and no watch on deck. Once, at night, in one of those forest-bordered crevices (behind an island) which steamboatmen intensely describe with the phrase "as dark as the inside of a cow," we should have eaten up a Posey County family, fruit, furniture, and all, but that they happened to be fiddling down below and we just caught the sound of the music in time to sheer off, doing no serious damage, unfortunately, but coming so near it that we had good hopes for a moment. These people brought up their lantern, then, of course; and as we backed and filled to get away, the precious family stood in the light of it—both sexes and various ages—and cursed us till everything turned blue. Once a coalboatman sent a bullet through our pilot-house when we borrowed a steering-oar of him in a very narrow place.

XI

A PILOT'S MEMORY

FIRST of all, there is one faculty which a pilot must incessantly cultivate until he has brought it to absolute perfection. Nothing short of perfection will do. That faculty is memory. He cannot stop with merely thinking a thing is so and so; he must *know* it; for this is eminently one of the "exact" sciences. With what scorn a pilot was looked upon, in the old times, if he ever ventured to deal in that feeble phrase "I think," instead of the vigorous one, "I know!"

One cannot easily realize what a tremendous thing it is to know every trivial detail of twelve hundred miles of river and know it with absolute exactness. If you will take the longest street in New York, and travel up and down it, conning its features patiently until you know every house and window and lamp-post and big and little sign by heart, and know them so accurately that you can instantly name the one you are abreast of when you are set down at random in that street in the middle of an inky black night, you will then

have a tolerable notion of the amount and the exactness of a pilot's knowledge who carries the Mississippi River in his head.

And then, if you will go on until you know every street crossing, the character, size, and position of the crossing-stones, and the varying depth of mud in each of those numberless places, you will have some idea of what the pilot must know in order to keep a Mississippi steamer out of trouble. Next, if you will take half of the signs in that long street, and *change their places* once a month, and still manage to know their new positions accurately on dark nights, and keep up with these repeated changes without making any mistakes, you will understand what is required of a pilot's peerless memory by the fickle Mississippi.

I think a pilot's memory is about the most wonderful thing in the world. To know the Old and New Testaments by heart, and be able to recite them glibly, forward or backward, or begin at random anywhere in the book and recite both ways and never trip or make a mistake, is no extravagant mass of knowledge, and no marvellous facility, compared to a pilot's massed knowledge of the Mississippi and his marvellous facility in the handling of it. I make this comparison deliberately, and believe I am not expanding the truth when I do it. Many will think my figure too strong, but pilots will not.

And how easily and comfortably the pilot's memory does its work; how placidly effortless is its way; how *unconsciously* it lays up its vast stores, hour by hour, day by day, and never loses or mislays a single valuable package of them all! Take an instance. Let a leadsman cry, "Half twain! half twain! half twain! half twain! half twain!" until it becomes as monotonous as the ticking of a clock; let conversation be going on all the time, and the pilot be doing his share of the talking, and no longer consciously listening to the leadsman; and in the midst of this endless string of half twains let a single "quarter twain!" be interjected, without emphasis, and then the half twain cry go on again, just as before: two or three weeks later that pilot can describe with precision the boat's position in the river when that quarter twain was uttered, and give you such a lot of head-marks, stern-marks, and side-marks to guide you, that you ought to be able to take the boat there and put her in that same spot again yourself! The cry of "quarter twain" did not really take his mind from his talk, but his trained faculties instantly photographed the bearings, noted the change of depth, and laid up the important details for future reference without requiring any assistance from *him* in the matter.

If you were walking and talking with a friend, and another friend at your side kept up a mo-

notonous repetition of the vowel sound A for a couple of blocks, and then in the midst interjected an R (thus, A, A, A, A, A, R, A, A, A, etc.), and gave the R no emphasis, you would not be able to state, two or three weeks afterward, that the R had been put in, nor be able to tell what objects you were passing at the moment it was done. But you could if your memory had been patiently and laboriously trained to do that sort of thing mechanically.

Give a man a tolerably fair memory to start with, and piloting will develop it into a very colossus of capability. But *only in the matters it is daily drilled in.* A time would come when the man's faculties could not help noticing landmarks and soundings, and his memory could not help holding on to them with the grip of a vise; but if you asked that same man at noon what he had had for breakfast, it would be ten chances to one that he could not tell you. Astonishing things can be done with the human memory if you will devote it faithfully to one particular line of business.

XII

A SECTION OF MY BIOGRAPHY

IN due course I got my license. I was a pilot now, full fledged. I dropped into casual employments; no misfortunes resulting, intermittent work gave place to steady and protracted engagements. Time drifted smoothly and prosperously on, and I supposed—and hoped—that I was going to follow the river the rest of my days, and die at the wheel when my mission was ended. But by-and-by the war came, commerce was suspended, my occupation was gone.

I had to seek another livelihood. So I became a silver-miner in Nevada; next, a newspaper reporter; next, a gold-miner in California; next, a reporter in San Francisco; next, a special correspondent in the Sandwich Islands; next, a roving correspondent in Europe and the East; next, an instructional torch-bearer on the lecture platform; and, finally, I became a scribbler of books, and an immovable fixture among the other rocks of New England.

XIII

STARTING FOR THE WEST

IN 1861 my brother was appointed Secretary of Nevada Territory—an office of such majesty that it concentrated in itself the duties and dignities of Treasurer, Comptroller, Secretary of State, and Acting Governor in the Governor's absence. A salary of eighteen hundred dollars a year and the title of "Mr. Secretary" gave to the great position an air of wild and imposing grandeur. I was young and ignorant, and I envied my brother. I coveted his distinction and his financial splendor, but particularly and especially the long, strange journey he was going to make, and the curious new world he was going to explore. He was going to travel!

I never had been away from home, and that word "travel" had a seductive charm for me. Pretty soon he would be hundreds and hundreds of miles away on the great plains and deserts, and among the mountains of the Far West, and would see buffaloes and Indians, and prairie-dogs, and antelopes, and have all kinds of adventures, and maybe

get hanged or scalped, and have ever such a fine time, and write home and tell us all about it, and be a hero. And he would see the gold-mines and the silver-mines, and maybe go about of an afternoon when his work was done, and pick up two or three pailfuls of shining slugs and nuggets of gold and silver on the hillside. And by-and-by he would become very rich, and return home by sea, and be able to talk as calmly about San Francisco and the ocean and "the isthmus" as if it was nothing of any consequence to have seen those marvels face to face.

What I suffered in contemplating his happiness, pen cannot describe. And so, when he offered me, in cold blood, the sublime position of private secretary under him, it appeared to me that the heavens and the earth passed away, and the firmament was rolled together as a scroll! I had nothing more to desire. My contentment was complete. At the end of an hour or two I was ready for the journey. Not much packing up was necessary, because we were going in the overland stage from the Missouri frontier to Nevada, and passengers were only allowed a small quantity of baggage apiece. There was no Pacific railroad in those fine times—not a single rail of it.

I only proposed to stay in Nevada three months —I had no thought of staying longer than that. I meant to see all I could that was new and strange,

and then hurry home to business. I little thought that I would not see the end of that three-month pleasure excursion for six or seven uncommonly long years!

I dreamed all night about Indians, deserts, and silver bars, and in due time, next day, we took shipping at the St. Louis wharf on board a steamboat bound up the Missouri River.

We were six days going from St. Louis to "St. Joe"—a trip that was so dull, and sleepy, and eventless that it has left no more impression on my memory than if its duration had been six minutes instead of that many days. No record is left in my mind, now, concerning it, but a confused jumble of savage-looking snags, which we deliberately walked over with one wheel or the other; and of reefs which we butted and butted, and then retired from and climbed over in some softer place; and of sand-bars which we roosted on occasionally, and rested, and then got out our crutches and sparred over. In fact, the boat might almost as well have gone to St. Joe by land, for she was walking most of the time, anyhow—climbing over reefs and clambering over snags patiently and laboriously all day long. The captain said she was a "bully" boat, and all she wanted was more "shear" and a bigger wheel. I thought she wanted a pair of stilts, but I had the deep sagacity not to say so.

XIV

AN OVERLAND STAGE JOURNEY

THE first thing we did on the glad evening that landed us at St. Joseph was to hunt up the stage-office, and pay a hundred and fifty dollars apiece for tickets per overland coach to Carson City, Nevada.

The next morning, bright and early, we took a hasty breakfast, and hurried to the starting-place. Then an inconvenience presented itself which we had not properly appreciated before: namely, that one cannot make a heavy travelling-trunk stand for twenty-five pounds of baggage—because it weighs a good deal more. But that was all we could take—twenty-five pounds each. So we had to snatch our trunks open, and make a selection in a good deal of a hurry. We put our lawful twenty-five pounds apiece all in one valise, and shipped the trunks back to St. Louis again. It was a sad parting, for now we had no swallow-tail coats and white kid gloves to wear at Pawnee receptions in the Rocky Mountains, and no stove-pipe hats nor patent-leather boots, nor anything

else necessary to make life calm and peaceful. We were reduced to a war-footing. Each of us put on a rough, heavy suit of clothing, woollen army shirt and "stogy" boots included; and into the valise we crowded a few white shirts, some underclothing, and such things. My brother, the Secretary, took along about four pounds of United States statutes and six pounds of Unabridged Dictionary; for we did not know—poor innocents—that such things could be bought in San Francisco on one day and received in Carson City the next.

I was armed to the teeth with a pitiful little Smith & Wesson's seven-shooter, which carried a ball like a homœopathic pill, and it took the whole seven to make a dose for an adult. But I thought it was grand. It appeared to me to be a dangerous weapon. It only had one fault—you could not hit anything with it. One of our "conductors" practised awhile on a cow with it, and as long as she stood still and behaved herself she was safe; but as soon as she went to moving about, and he got to shooting at other things, she came to grief. The Secretary had a small-sized Colt's revolver strapped around him for protection against the Indians, and to guard against accidents he carried it uncapped. Mr. George Bemis was dismally formidable. George Bemis was our fellow-traveller. We had never seen him before.

He wore in his belt an old original "Allen" revolver, such as irreverent people called a "pepper-box." Simply drawing the trigger back, cocked and fired the pistol. As the trigger came back, the hammer would begin to rise and the barrel to turn over, and presently down would drop the hammer, and away would speed the ball. To aim along the turning barrel and hit the thing aimed at was a feat which was probably never done with an "Allen" in the world. But George's was a reliable weapon, nevertheless, because, as one of the stage-drivers afterward said, "If she didn't get what she went after, she would fetch something else." And so she did.

We took two or three blankets for protection against frosty weather in the mountains. In the matter of luxuries we were modest—we took none along but some pipes and five pounds of smoking tobacco. We had two large canteens to carry water in, between stations on the Plains, and we also took with us a little shot-bag of silver coin for daily expenses in the way of breakfasts and dinners.

By eight o'clock everything was ready, and we were on the other side of the river. We jumped into the stage, the driver cracked his whip, and we bowled away and left the "States" behind us. It was a superb summer morning, and all the landscape was brilliant with sunshine. There

was a freshness and breeziness, too, and an exhilarating sense of emancipation from all sorts of cares and responsibilities, that almost made us feel that the years we had spent in the close, hot city, toiling and slaving, had been wasted and thrown away. We were spinning along through Kansas, and in the course of an hour and a half we were fairly abroad on the great Plains. Just here the land was rolling—a grand sweep of regular elevations and depressions as far as the eye could reach—like the stately heave and swell of the ocean's bosom after a storm. And everywhere were corn-fields, accenting with squares of deeper green this limitless expanse of grassy land. But presently this sea upon dry ground was to lose its "rolling" character and stretch away for seven hundred miles as level as a floor!

Our coach was a great swinging and swaying stage, of the most sumptuous description—an imposing cradle on wheels. It was drawn by six handsome horses, and by the side of the driver sat the "conductor," the legitimate captain of the craft; for it was his business to take charge and care of the mails, baggage, express-matter, and passengers. We three were the only passengers, this trip.

We sat on the back seat, inside. About all the rest of the coach was full of mail-bags—for we had three days' delayed mails with us. Almost

touching our knees, a perpendicular wall of mail-matter rose up to the roof. There was a great pile of it strapped on top of the stage, and both the fore and hind boots were full. We had twenty-seven hundred pounds of it aboard, the driver said—"a little for Brigham, and Carson, and 'Frisco, but the heft of it for the Injuns, which is powerful troublesome 'thout they get plenty of truck to read." But as he just then got up a fearful convulsion of his countenance which was suggestive of a wink being swallowed by an earthquake, we guessed that his remark was intended to be facetious, and to mean that we would unload the most of our mail-matter somewhere on the Plains and leave it to the Indians, or whosoever wanted it.

We changed horses every ten miles, all day long, and fairly flew over the hard, level road. We jumped out and stretched our legs every time the coach stopped, and so the night found us still vivacious and unfatigued.

XV

IN THE LAND OF THE SAGE-BRUSH

ABOUT an hour and a half before daylight we were bowling along smoothly over the road—so smoothly that our cradle only rocked in a gentle, lulling way, that was gradually soothing us to sleep, and dulling our consciousness—when something gave away under us! We were dimly aware of it, but indifferent to it. The coach stopped. We heard the driver and conductor talking together outside, and rummaging for a lantern, and swearing because they could not find it—but we had no interest in whatever had happened, and it only added to our comfort to think of those people out there at work in the murky night, and we snug in our nest with the curtains drawn. But presently, by the sounds, there seemed to be an examination going on, and then the driver's voice said:

"By George, the thoroughbrace is broke!"

This startled me broad awake—as an undefined sense of calamity is always apt to do. I said to myself: "Now, a thoroughbrace is probably part

of a horse; and doubtless a vital part, too, from the dismay in the driver's voice. Leg, maybe—and yet how could he break his leg waltzing along such a road as this? No, it can't be his leg. That is impossible, unless he was reaching for the driver. Now, what can be the thoroughbrace of a horse, I wonder? Well, whatever comes, I shall not air my ignorance in this crowd, anyway."

Just then the conductor's face appeared at a lifted curtain, and his lantern glared in on us and our wall of mail-matter. He said:

"Gents, you'll have to turn out a spell. Thoroughbrace is broke."

We climbed out into a chill drizzle, and felt ever so homeless and dreary. When I found that the thing they called a "thoroughbrace" was the massive combination of belts and springs which the coach rocks itself in, I said to the driver:

"I never saw a thoroughbrace used up like that before, that I can remember. How did it happen?"

"Why, it happened by trying to make one coach carry three days' mail—that's how it happened," said he. "And right here is the very direction which is wrote on all the newspaper-bags which was to be put out for the Injuns for to keep 'em quiet. It's most uncommon lucky, becuz it's so nation dark I should 'a' gone by unbeknowns if that air thoroughbrace hadn't broke."

I knew that he was in labor with another of those winks of his, though I could not see his face, because he was bent down at work; and wishing him a safe delivery, I turned to and helped the rest get out the mail-sacks. It made a great pyramid by the roadside when it was all out. When they had mended the thoroughbrace we filled the two boots again, but put no mail on top, and only half as much inside as there was before. The conductor bent all the seat-backs down, and then filled the coach just half full of mail-bags from end to end. We objected loudly to this, for it left us no seats. But the conductor was wiser than we, and said a bed was better than seats, and, moreover, this plan would protect his thoroughbraces. We never wanted any seats after that. The lazy bed was infinitely preferable. I had many an exciting day, subsequently, lying on it reading the statutes and the Dictionary, and wondering how the characters would turn out.

The conductor said he would send back a guard from the next station to take charge of the abandoned mail-bags, and we drove on.

It was now just dawn; and as we stretched our cramped legs full length on the mail-sacks, and gazed out through the windows across the wide wastes of greensward clad in cool, powdery mist, to where there was an expectant look in the eastern horizon, our perfect enjoyment took the form of

a tranquil and contented ecstasy. The stage whirled along at a spanking gait, the breeze flapping curtains and suspended coats in a most exhilarating way; the cradle swayed and swung luxuriously; the pattering of the horses' hoofs, the cracking of the driver's whip, and his "Hi-yi! g'lang!" were music; the spinning ground and the waltzing trees appeared to give us a mute hurrah as we went by, and then slack up and look after us with interest, or envy, or something; and as we lay and smoked the pipe of peace and compared all this luxury with the years of tiresome city life that had gone before it, we felt that there was only one complete and satisfying happiness in the world, and we had found it.

After breakfast, at some station whose name I have forgotten, we three climbed up on the seat behind the driver, and let the conductor have our bed for a nap. And by-and-by, when the sun made me drowsy, I lay down on my face on top of the coach, grasping the slender iron railing, and slept for an hour more. That will give one an appreciable idea of those matchless roads. Instinct will make a sleeping man grip a fast hold of the railing when the stage jolts, but when it only swings and sways, no grip is necessary. Overland drivers and conductors used to sit in their places and sleep thirty or forty minutes at a time, on good roads, while spinning along at

the rate of eight or ten miles an hour. I saw them do it, often. There was no danger about it; a sleeping man *will* seize the irons in time when the coach jolts. These men were hard worked, and it was not possible for them to stay awake all the time.

By-and-by we passed through Marysville, and over the Big Blue and Little Sandy; thence about a mile, and entered Nebraska. About a mile farther on we came to the Big Sandy—one hundred and eighty miles from St. Joseph.

As the sun was going down we saw the first specimen of an animal known familiarly over two thousand miles of mountain and desert—from Kansas clear to the Pacific Ocean—as the "jackass rabbit." He is well named. He is just like any other rabbit, except that he is from one-third to twice as large, has longer legs in proportion to his size, and has the most preposterous ears that ever were mounted on any creature *but* a jackass. When he is sitting quiet, thinking about his sins, or is absent-minded or unapprehensive of danger, his majestic ears project above him conspicuously; but the breaking of a twig will scare him nearly to death, and then he tilts his ears back gently and starts for home.

All you can see, then, for the next minute, is his long gray form stretched out straight and "streaking it" through the low sage-brush, head erect,

eyes right, and ears just canted a little to the rear, but showing you where the animal is, all the same, the same as if he carried a jib. Now and then he makes a marvellous spring with his long legs, high over the stunted sage-brush, and scores a leap that would make a horse envious. Presently he comes down to a long, graceful "lope," and shortly he mysteriously disappears. He has crouched behind a sage-brush, and will sit there and listen and tremble until you get within six feet of him, when he will get under way again. But one must shoot at this creature once, if he wishes to see him throw his heart into his heels, and do the best he knows how. He is frightened clear through now, and he lays his long ears down on his back, straightens himself out like a yardstick every spring he makes, and scatters miles behind him with an easy indifference that is enchanting.

Our party made this specimen "hump himself," as the conductor said. The Secretary started him with a shot from the Colt; I commenced spitting at him with my weapon; and all in the same instant the old "Allen's" whole broadside let go with a rattling crash, and it is not putting it too strong to say that the rabbit was frantic! He dropped his ears, set up his tail, and left for San Francisco at a speed which can only be described as a flash and a vanish! Long after he was out of sight we could hear him whiz.

I do not remember where we first came across "sage-brush," but as I have been speaking of it I may as well describe it. This is easily done, for if the reader can imagine a gnarled and venerable live oak-tree reduced to a little shrub two feet high, with its rough bark, its foliage, its twisted boughs, all complete, he can picture the "sage-brush" exactly. Often, on lazy afternoons in the mountains, I have lain on the ground with my face under a sage-brush, and entertained myself with fancying that the gnats among its foliage were liliputian birds, and that the ants marching and countermarching about its base were liliputian flocks and herds, and myself some vast loafer from Brobdingnag waiting to catch a little citizen and eat him.

It is an imposing monarch of the forest in exquisite miniature, is the "sage-brush." Its foliage is a grayish green, and gives that tint to desert and mountain. It smells like our domestic sage, and "sage-tea" made from it tastes like the sage-tea which all boys are so well acquainted with. The sage-brush is a singularly hardy plant, and grows right in the midst of deep sand, and among barren rocks, where nothing else in the vegetable world would try to grow, except "bunch-grass."* The

* "Bunch-grass" grows on the bleak mountain-sides of Nevada and neighboring territories, and offers excellent feed for stock, even in the dead of winter, wherever the snow is

sage-bushes grow from three to six or seven feet apart, all over the mountains and deserts of the Far West, clear to the borders of California. There is not a tree of any kind in the deserts for hundreds of miles—there is no vegetation at all in a regular desert, except the sage-brush and its cousin the "greasewood," which is so much like the sage-brush that the difference amounts to little.

Camp-fires and hot suppers in the deserts would be impossible but for the friendly sage-brush. Its trunk is as large as a boy's wrist (and from that up to a man's arm), and its crooked branches are half as large as its trunk—all good, sound, hard wood, very like oak.

When a party camps the first thing to be done is to cut sage-brush; and in a few minutes there is an opulent pile of it ready for use. A hole a foot wide, two feet deep, and two feet long, is dug, and sage-brush chopped up and burned in it till it is full to the brim with glowing coals; then the cooking begins, and there is no smoke, and consequently no swearing. Such a fire will keep all night, with very little replenishing; and it makes a very sociable camp-fire, and one around

blown aside and exposes it; notwithstanding its unpromising home, bunch-grass is a better and more nutritious diet for cattle and horses than almost any other hay or grass that is known—so stockmen say.

which the most impossible reminiscences sound plausible, instructive, and profoundly entertaining.

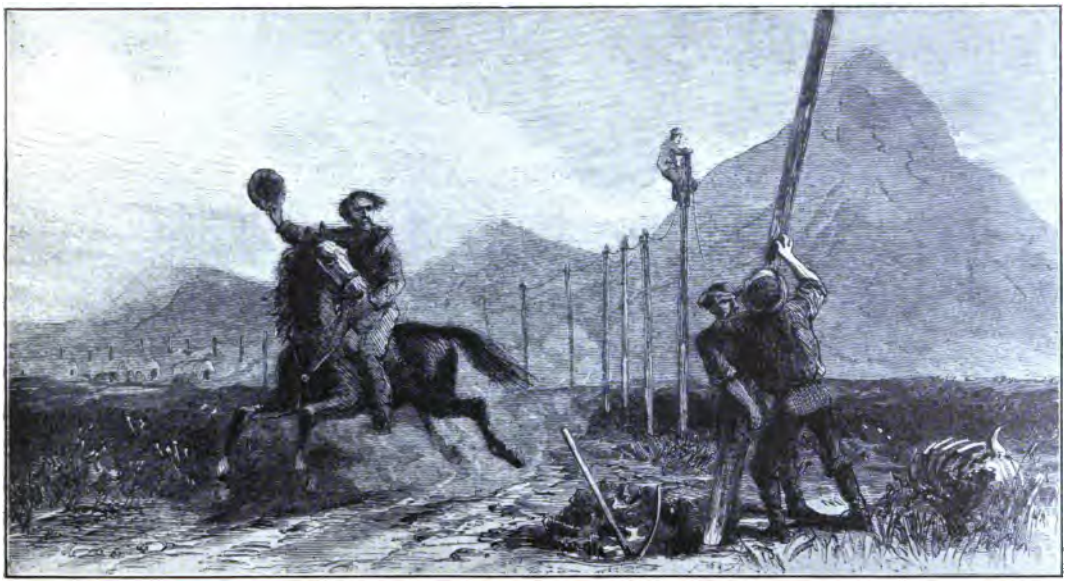
Occasionally one finds sage-brush five or six feet high, and with a spread of branch and foliage in proportion, but two or two and a half feet is the usual height.

XVI

THE PONY EXPRESS *

IN a little while all interest was taken up in stretching our necks and watching for the "pony-rider"—the fleet messenger who sped across the continent from St. Joe to Sacramento, carrying letters nineteen hundred miles in eight days! Think of that for perishable horse and human flesh and blood to do! The pony-rider was usually a little bit of a man, brimful of spirit and endurance. No matter what time of the day or night his watch came on, and no matter whether it was winter or summer, raining, snowing, hailing, or sleeting, or whether his "beat" was a level straight road or a crazy trail over the mountain crags and precipices, or whether it led through

* In 1859 St. Joseph, Missouri, two thousand miles from San Francisco, was the most western railroad point. There were only wagon trains and stages across the plains and mountains to the West. The developments in political conditions made quicker communication imperative. Out of this need grew the Pony Express, inaugurated by William H. Russell and B. F. Ficklin, in 1860, taken over by Wells, Fargo & Co., and discontinued in 1862, when a telegraph line was built across the plains.—EDITOR.



THE PONY EXPRESS AND THE BEGINNING OF THE TELEGRAPH
(From a picture of the time)

peaceful regions or regions that swarmed with hostile Indians, he must be always ready to leap into the saddle and be off like the wind!

There was no idling-time for a pony-rider on duty. He rode fifty miles without stopping, by daylight, moonlight, starlight, or through the blackness of darkness—just as it happened. He rode a splendid horse that was born for a racer and fed and lodged like a gentleman; kept him at his utmost speed for ten miles, and then, as he came crashing up to the station where stood two men holding fast a fresh, impatient steed, the transfer of rider and mail-bag was made in the twinkling of an eye, and away flew the eager pair and were out of sight before the spectator could get hardly the ghost of a look.

Both rider and horse went "flying light." The rider's dress was thin, and fitted close; he wore a "roundabout," and a skull-cap, and tucked his pantaloons into his boot-tops like a race-rider. He carried no arms—he carried nothing that was not absolutely necessary, for even the postage on his literary freight was worth *five dollars a letter.* He got but little frivolous correspondence to carry —his bag had business letters in it, mostly. His horse was stripped of all unnecessary weight, too. He wore a little wafer of a racing-saddle, and no visible blanket. He wore light shoes, or none at all. The little flat mail-pockets strapped under

the rider's thighs would each hold about the bulk of a child's primer. They held many and many an important business chapter and newspaper letter, but these were written on paper as airy and thin as gold-leaf, nearly, and thus bulk and weight were economized.

The stage-coach travelled about a hundred to a hundred and twenty-five miles a day (twenty-four hours), the pony-rider about two hundred and fifty. There were about eighty pony-riders in the saddle all the time, night and day, stretching in a long, scattering procession from Missouri to California, forty flying eastward, and forty toward the west, and among them making four hundred gallant horses earn a stirring livelihood and see a deal of scenery every single day in the year.

We had had a consuming desire, from the beginning, to see a pony-rider, but somehow or other all that passed us and all that met us managed to streak by in the night, and so we heard only a whiz and a hail, and the swift phantom of the desert was gone before we could get our heads out of the windows. But now we were expecting one along every moment, and would see him in broad daylight. Presently the driver exclaims:

"HERE HE COMES!"

Every neck is stretched farther, and every eye strained wider. Away across the endless dead level of the prairie a black speck appears against

the sky, and it is plain that it moves. Well, I should think so! In a second or two it becomes a horse and rider, rising and falling, rising and falling—sweeping toward us nearer and nearer—growing more and more distinct, more and more sharply defined—nearer and still nearer, and the flutter of the hoofs comes faintly to the ear—another instant a whoop and a hurrah from our upper deck, a wave of the rider's hand, but no reply, and man and horse burst past our excited faces, and go winging away like a belated fragment of a storm!

So sudden is it all, and so like a flash of unreal fancy, that but for the flake of white foam left quivering and perishing on a mail-sack after the vision had flashed by and disappeared, we might have doubted whether we had seen any actual horse and man at all, maybe.

XVII

THE "SANITARY FLOUR-SACK"

MONEY was wonderfully plenty. The trouble was, not how to get it—but how to spend it, how to lavish it, get rid of it, squander it. And so it was a happy thing that just at this juncture the news came over the wires that a great United States Sanitary Commission had been formed and money was wanted for the relief of the wounded sailors and soldiers of the Union languishing in the Eastern hospitals. Right on the heels of it came word that San Francisco had responded superbly before the telegram was half a day old. Virginia rose as one man! A Sanitary Committee was hurriedly organized, and its chairman mounted a vacant cart in C Street and tried to make the clamorous multitude understand that the rest of the committee were flying hither and thither and working with all their might and main, and that if the town would only wait an hour an office would be ready, books opened, and the Commission prepared to receive contributions. His voice was drowned and his information lost in a

ceaseless roar of cheers, and demands that the money be received *now*—they swore they would not wait.

The chairman pleaded and argued, but, deaf to all entreaty, men ploughed their way through the throng and rained checks of gold coin into the cart and scurried away for more. Hands clutching money were thrust aloft out of the jam by men who hoped this eloquent appeal would cleave a road their strugglings could not open. The very Chinamen and Indians caught the excitement and dashed their half-dollars into the cart without knowing or caring what it was all about. Women plunged into the crowd, trimly attired, fought their way to the cart with their coin, and emerged again, by-and-by, with their apparel in a state of hopeless dilapidation. It was the wildest mob Virginia had ever seen and the most determined and ungovernable; and when at last it abated its fury and dispersed, it had not a penny in its pocket. To use its own phraseology, it came there "flush" and went away "busted."

After that, the Commission got itself into systematic working order, and for weeks the contributions flowed into its treasury in a generous stream. Individuals and all sorts of organizations levied upon themselves a regular weekly tax for the Sanitary fund, graduated according to their means, and there was not another grand universal

outburst till the famous "Sanitary Flour-Sack" came our way. Its history is peculiar and interesting. A former schoolmate of mine, by the name of Reuel Gridley, was living at the little city of Austin, in the Reese River country, at this time, and was the Democratic candidate for mayor. He and the Republican candidate made an agreement that the defeated man should be publicly presented with a fifty-pound sack of flour by the successful one, and should carry it home on his shoulder. Gridley was defeated. The new mayor gave him the sack of flour, and he shouldered it and carried it a mile or two, from Lower Austin to his home in Upper Austin, attended by a band of music and the whole population. Arrived there, he said he did not need the flour, and asked what the people thought he had better do with it. A voice said:

"Sell it to the highest bidder, for the benefit of the Sanitary fund."

The suggestion was greeted with a round of applause, and Gridley mounted a dry-goods box and assumed the rôle of auctioneer. The bids went higher and higher, as the sympathies of the pioneers awoke and expanded, till at last the sack was knocked down to a mill man at two hundred and fifty dollars, and his check taken. He was asked where he would have the flour delivered, and he said:

VIRGINIA CITY
(From a picture made in 1861)

"Nowhere—sell it again."

Now the cheers went up royally, and the multitude were fairly in the spirit of the thing. So Gridley stood there and shouted and perspired till the sun went down; and when the crowd dispersed he had sold the sack to three hundred different people, and had taken in eight thousand dollars in gold. And still the flour-sack was in his possession.

The news came to Virginia, and a telegram went back:

"Fetch along your flour-sack!"

Thirty-six hours afterward Gridley arrived, and an afternoon mass-meeting was held in the Opera-House, and the auction began. But the sack had come sooner than it was expected; the people were not thoroughly aroused, and the sale dragged. At nightfall only five thousand dollars had been secured, and there was a crestfallen feeling in the community. However, there was no disposition to let the matter rest here and acknowledge vanquishment at the hands of the village of Austin. Till late in the night the principal citizens were at work arranging the morrow's campaign, and when they went to bed they had no fears for the result. At eleven the next morning a procession of open carriages, attended by clamorous bands of music and adorned with a moving display of flags, filed along C Street and was soon in danger of blockade

by a huzzaing multitude of citizens. In the first carriage sat Gridley, with the flour-sack in prominent view, the latter splendid with bright paint and gilt lettering; also in the same carriage sat the mayor and the recorder. The other carriages contained the Common Council, the editors and reporters, and other people of imposing consequence.

The crowd pressed to the corner of C and Taylor streets, expecting the sale to begin there, but they were disappointed, and also unspeakably surprised; for the cavalcade moved on as if Virginia had ceased to be of importance, and took its way over the "divide" toward the small town of Gold Hill. Telegrams had gone ahead to Gold Hill, Silver City, and Dayton, and those communities were at fever-heat and ripe for the conflict. It was a very hot day, and wonderfully dusty. At the end of a short half-hour we descended into Gold Hill with drums beating and colors flying, and enveloped in imposing clouds of dust. The whole population—men, women, and children, Chinamen and Indians—were massed in the main street, all the flags in town were at the masthead, and the blare of the bands was drowned in cheers. Gridley stood up and asked who would make the first bid for the National Sanitary Flour-Sack. Gen. W. said:

"The Yellow Jacket Silver Mining Company offers a thousand dollars, coin!"

A tempest of applause followed. A telegram carried the news to Virginia, and fifteen minutes afterward that city's population was massed in the streets devouring the tidings—for it was part of the programme that the bulletin-boards should do a good work that day. Every few minutes a new despatch was bulletined from Gold Hill, and still the excitement grew. Telegrams began to return to us from Virginia beseeching Gridley to bring back the flour-sack; but such was not the plan of the campaign. At the end of an hour Gold Hill's small population had paid a figure for the flour-sack that awoke all the enthusiasm of Virginia when the grand total was displayed upon the bulletin-boards. Then the Gridley cavalcade moved on, a giant refreshed with new lager-beer and plenty of it—for the people brought it to the carriages without waiting to measure it—and within three hours more the expedition had carried Silver City and Dayton by storm and was on its way back covered with glory.

Every move had been telegraphed and bulletined, and as the procession entered Virginia and filed down C Street at half-past eight in the evening the town was abroad in the thoroughfares, torches were glaring, flags flying, bands playing, cheer on cheer cleaving the air, and the city ready to surrender at discretion. The auction began, every bid was greeted with bursts of applause,

and at the end of two hours and a half a population of fifteen thousand souls had paid in coin for a fifty-pound sack of flour a sum equal to forty thousand dollars in greenbacks! It was at a rate in the neighborhood of three dollars for each man, woman, and child of the population. The grand total would have been twice as large, but the streets were very narrow, and hundreds who wanted to bid could not get within a block of the stand, and could not make themselves heard. These grew tired of waiting, and many of them went home long before the auction was over. This was the greatest day Virginia ever saw, perhaps.

Gridley sold the sack in Carson City and several California towns; also in San Francisco. Then he took it East and sold it in one or two Atlantic cities, I think. I am not sure of that, but I know that he finally carried it to St. Louis, where a monster sanitary fair was being held, and after selling it there for a large sum and helping on the enthusiasm by displaying the portly silver bricks which Nevada's donation had produced, he had the flour baked up into small cakes and retailed them at high prices.

It was estimated that when the flour-sack's mission was ended it had been sold for a grand total of a hundred and fifty thousand dollars in greenbacks! This is probably the only instance on

record where common family flour brought three thousand dollars a pound in the public market.

It is due to Mr. Gridley's memory to mention that the expenses of his Sanitary Flour-Sack expedition of fifteen thousand miles, going and returning, were paid in large part, if not entirely, out of his own pocket. The time he gave to it was not less than three months. Mr. Gridley was a soldier in the Mexican war and a pioneer Californian. He died at Stockton, California, in December, 1870, greatly regretted.

XVIII

"FLUSH TIMES" IN THE WEST

THERE were nabobs in those days — in the "flush times," I mean. Every rich strike in the mines created one or two. I call to mind several of these. They were careless, easy-going fellows, as a general thing, and the community at large was as much benefited by their riches as they were themselves—possibly more, in some cases.

Two cousins, teamsters, did some hauling for a man, and had to take a small segregated portion of a silver-mine in lieu of $300 cash. They gave an outsider a third to open the mine, and they went on teaming. But not long. Ten months afterward the mine was out of debt and paying each owner $8000 to $10,000 a month—say, $100,000 a year.

One of the earliest nabobs that Nevada was delivered of wore $6000 worth of diamonds in his bosom, and swore he was unhappy because he could not spend his money as fast as he made it.

Another Nevada nabob boasted an income that

often reached $16,000 a month, and he used to love to tell how he had worked in the very mine that yielded it for five dollars a day when he first came to the country.

The silver and sage-brush State has knowledge of another of these pets of Fortune—lifted from actual poverty to affluence almost in a single night—who was able to offer $100,000 for a position of high official distinction, shortly afterward, and did offer it—but failed to get it, his politics not being as sound as his bank-account.

Then there was John Smith. He was a good, honest, kind-hearted soul, born and reared in the lower ranks of life, and miraculously ignorant. He drove a team, and owned a small ranch—a ranch that paid him a comfortable living; for although it yielded but little hay, what little it did yield was worth from $250 to $300 in gold per ton in the market. Presently Smith traded a few acres of the ranch for a small undeveloped silver-mine in Gold Hill. He opened the mine and built a little unpretending ten-stamp mill. Eighteen months afterward he retired from the hay business, for his mining income had reached a most comfortable figure. Some people said it was $30,000 a month, and others said it was $60,000. Smith was very rich, at any rate.

And then he went to Europe and travelled. And when he came back he was never tired of

telling about the fine hogs he had seen in England, and the gorgeous sheep he had seen in Spain, and the fine cattle he had noticed in the vicinity of Rome. He was full of the wonders of the Old World, and advised everybody to travel. He said a man never imagined what surprising things there were in the world till he had travelled.

One day, on board ship, the passengers made up a pool of $500, which was to be the property of the man who should come nearest to guessing the run of the vessel for the next twenty-four hours. Next day, toward noon, the figures were all in the purser's hands in sealed envelopes. Smith was serene and happy, for he had been bribing the engineer. But another party won the prize! Smith said:

"Here, that won't do! He guessed two miles wider of the mark than I did."

The purser said: "Mr. Smith, you missed it further than any man on board. We travelled two hundred and eight miles yesterday."

"Well, sir," said Smith, "that's just where I've got you, for I guessed two hundred and nine. If you'll look at my figures again you'll find a 2 and two o's, which stands for 200, don't it?—and after 'em you'll find a 9 (2009), which stands for two hundred and nine. I reckon I'll take that money, if you please."

The Gould & Curry claim comprised twelve

hundred feet, and it all belonged originally to the two men whose names it bears. Mr. Curry owned two-thirds of it—and he said that he sold it out for $2500 in cash, and an old plug horse that ate up his market value in hay and barley in seventeen days by the watch. And he said that Gould sold out for a pair of second-hand government blankets and a bottle of whiskey that killed nine men in three hours, and that an unoffending stranger that smelled the cork was disabled for life. Four years afterward the mine thus disposed of was worth in the San Francisco market $7,600,000 in gold coin.

In the early days a poverty-stricken Mexican who lived in a cañon directly back of Virginia City, had a stream of water as large as a man's wrist trickling from the hillside on his premises. The Ophir Company segregated a hundred feet of their mine, and traded it to him for the stream of water. The hundred feet proved to be the richest part of the entire mine; four years after the swap its market value (including its mill) was $1,500,000.

An individual who owned twenty feet in the Ophir mine before its great riches were revealed to men, traded it for a horse, and a very sorry-looking brute he was, too. A year or so afterward, when Ophir stock went up to $3000 a foot, this man, who had not a cent, used to say he was

the most startling example of magnificence and misery the world had ever seen—because he was able to ride a sixty-thousand-dollar horse, yet could not scrape up cash enough to buy a saddle, and was obliged to borrow one or ride bareback. He said if fortune were to give him another sixty-thousand-dollar horse it would ruin him.

A youth of nineteen, who was a telegraph operator in Virginia on a salary of a hundred dollars a month, and who, when he could not make out German names in the list of San Francisco steamer arrivals, used to ingeniously select and supply substitutes for them out of an old Berlin city directory, made himself rich by watching the mining telegrams that passed through his hands and buying and selling stocks accordingly, through a friend in San Francisco. Once when a private despatch was sent from Virginia announcing a rich strike in a prominent mine and advising that the matter be kept secret till a large amount of the stock could be secured, he bought forty "feet" of the stock at twenty dollars a foot, and afterward sold half of it at eight hundred dollars a foot and the rest at double that figure. Within three months he was worth $150,000, and had resigned his telegraphic position.

Another telegraph operator, who had been discharged by the company for divulging the secrets of the office, agreed with a moneyed man in San

Francisco to furnish him the result of a great Virginia mining lawsuit within an hour after its private reception by the parties to it in San Francisco. For this he was to have a large percentage of the profits on purchases and sales made on it by his fellow-conspirator. So he went, disguised as a teamster, to a little wayside telegraph office in the mountains, got acquainted with the operator, and sat in the office day after day, smoking his pipe, complaining that his team was fagged out and unable to travel—and meantime listening to the despatches as they passed clicking through the machine from Virginia. Finally the private despatch announcing the result of the lawsuit sped over the wires, and as soon as he heard it he telegraphed his friend in San Francisco:

"Am tired waiting. Shall sell the team and go home."

It was the signal agreed upon. The word "waiting" left out, would have signified that the suit had gone the other way. The mock teamster's friend picked up a deal of the mining stock at low figures before the news became public, and a fortune was the result.

For a long time after one of the great Virginia mines had been incorporated, about fifty feet of the original location were still in the hands of a man who had never signed the incorporation papers. The stock became very valuable, and

every effort was made to find this man, but he had disappeared. Once it was heard that he was in New York, and one or two speculators went East, but failed to find him. Once the news came that he was in the Bermudas, and straightway a speculator or two hurried East and sailed for Bermuda—but he was not there. Finally he was heard of in Mexico, and a friend of his, a barkeeper on a salary, scraped together a little money and sought him out, bought his "feet" for a hundred dollars, returned, and sold the property for $75,000.

But why go on? The traditions of Silverland are filled with instances like these, and I would never get through enumerating them were I to attempt to do it. I only desired to give the reader an idea of a peculiarity of the "flush times" which I could not present so strikingly in any other way, and which some mention of was necessary to a realizing comprehension of the time and the country.

I was personally acquainted with the majority of the nabobs I have referred to, and so, for old acquaintances' sake, I have shifted their occupations and experiences around in such a way as to keep the Pacific public from recognizing these once notorious men — no longer notorious, for the majority of them have drifted back into poverty and obscurity again.

In Nevada there used to be current the story

of an adventure of two of her nabobs, which may or may not have occurred. I give it for what it is worth:

Col. Jim had seen somewhat of the world, and knew more or less of its ways; but Col. Jack was from the back settlements of the States, had led a life of arduous toil, and had never seen a city. These two, blessed with sudden wealth, projected a visit to New York—Col. Jack to see the sights, and Col. Jim to guard his unsophistication from misfortune. They reached San Francisco in the night, and sailed in the morning. Arrived in New York, Col. Jack said:

"I've heard tell of carriages all my life, and now I mean to have a ride in one; I don't care what it costs. Come along."

They stepped out on the sidewalk, and Col. Jim called a stylish barouche. But Col. Jack said:

"*No*, sir! None of your cheap-John turnouts for me. I'm here to have a good time, and money ain't any object. I mean to have the nobbiest rig that's going. Now here comes the very trick. Stop that yaller one with the pictures on it—don't you fret, I'll stand all the expenses myself."

So Col. Jim stopped an empty omnibus, and they got in. Said Col. Jack:

"Ain't it gay, though? Oh no, I reckon not! Cushions, and windows, and pictures, till you

can't rest. What would the boys say if they could see us cutting a swell like this in New York? By George, I wish they *could* see us!"

Then he put his head out of the window, and shouted to the driver:

"Say, Johnny, this suits *me!*—suits yours truly, you bet, you! I want this shebang all day. I'm *on* it, old man! Let 'em out! Make 'em go! We'll make it all right with *you*, sonny!"

The driver passed his hand through the strap-hole, and tapped for his fare — it was before the gongs came into common use. Col. Jack took the hand, and shook it cordially. He said:

"You twig me, old pard! All right between gents. Smell of *that*, and see how you like it!"

And he put a twenty-dollar gold piece in the driver's hand. After a moment the driver said he could not make change.

"Bother the change! Ride it out. Put it in your pocket."

Then to Col. Jim, with a sounding slap on his thigh:

"*Ain't* it style, though? Hanged if I don't hire this thing every day for a week!"

The omnibus stopped, and a young lady got in. Col. Jack stared a moment, then nudged Col. Jim with his elbow:

"Don't say a word," he whispered. "Let her

"SET RIGHT DOWN THERE, MUM, AND DON'T BE THE LEAST UNEASY"

ride if she wants to. Gracious, there's room enough!"

The young lady got out her porte-monnaie, and handed her fare to Col. Jack.

"What's this for?" said he.

"Give it to the driver, please."

"Take back your money, madam. We can't allow it. You're welcome to ride here as long as you please, but this shebang's chartered, and we can't let you pay a cent."

The girl shrunk into a corner, bewildered. An old lady with a basket climbed in, and proffered her fare.

"Excuse me," said Col. Jack. "You're perfectly welcome here, madam, but we can't allow you to pay. Set right down there, mum, and don't you be the least uneasy. Make yourself just as free as if you was in your own turn-out."

Within two minutes three gentlemen, two fat women, and a couple of children entered.

"Come right along, friends," said Col. Jack; "don't mind *us*. This is a free blowout." Then he whispered to Col. Jim: "New York ain't no sociable place, I don't reckon—it ain't no *name* for it!"

He resisted every effort to pass fares to the driver, and made everybody cordially welcome. The situation dawned on the people, and they

pocketed their money, and delivered themselves up to covert enjoyment of the episode. Half a dozen more passengers entered.

"Oh, there's *plenty* of room!" said Col. Jack. "Walk right in, and make yourselves at home. A blowout ain't worth anything *as* a blowout unless a body has company." Then in a whisper to Col. Jim: "But *ain't* these New-Yorkers friendly? And ain't they cool about it, too? Icebergs ain't anywhere. I reckon they'd tackle a hearse if it was going their way."

More passengers got in; more yet, and still more. Both seats were filled, and a file of men were standing up, holding on to the cleats overhead. Parties with baskets and bundles were climbing up on the roof. Half-suppressed laughter rippled up from all sides.

"Well, for clean, cool, out-and-out cheek, if this don't bang anything that ever I saw, I'm an Injun!" whispered Col. Jack.

A Chinaman crowded his way in.

"I weaken!" said Col. Jack. "Hold on, driver! Keep your seats, ladies and gents. Just make yourselves free—everything's paid for. Driver, rustle these folks around as long as they're a mind to go—friends of ours, you know. Take them everywheres—and if you want more money, come to the St. Nicholas, and we'll make it all right. Pleasant journey to you, ladies and gents

—go it just as long as you please—it sha'n't cost you a cent!"

The two comrades got out, and Col. Jack said:

"Jimmy, it's the sociablest place *I* ever saw. The Chinaman waltzed in as comfortable as anybody. B' George, we'll have to barricade our doors to-night, or some of these ducks will be trying to sleep with us!"

XIX

THE GREAT LANDSLIDE CASE

THE mountains are very high and steep about Carson, Eagle, and Washoe valleys — very high and very steep, and so when the snow gets to melting off fast in the spring and the warm surface-earth begins to moisten and soften, the disastrous landslides commence. The reader cannot know what a landslide is, unless he has lived in that country and seen the whole side of a mountain taken off some fine morning and deposited down in the valley, leaving a vast, treeless, unsightly scar upon the mountain's front to keep the circumstance fresh in his memory all the years that he may go on living within seventy miles of that place.

General Buncombe was shipped out to Nevada in the invoice of Territorial officers, to be United States Attorney. He considered himself a lawyer of parts, and he very much wanted an opportunity to manifest it—partly for the pure gratification of it and partly because his salary was Territorially meagre (which is a strong expression).

Now the older citizens of a new Territory look down upon the rest of the world with a calm, benevolent compassion, as long as it keeps out of the way—when it gets in the way they snub it. Sometimes this latter takes the shape of a practical joke.

One morning Dick Hyde rode furiously up to General Buncombe's door in Carson City and rushed into his presence without stopping to tie his horse. He seemed much excited. He told the General that he wanted him to conduct a suit for him and would pay him five hundred dollars if he achieved a victory. And then, with violent gestures and a world of profanity, he poured out his griefs. He said it was pretty well known that for some years he had been farming (or ranching as the more customary term is) in Washoe District, and making a successful thing of it, and furthermore it was known that his ranch was situated just in the edge of the valley, and that Tom Morgan owned a ranch immediately above it on the mountain side. And now the trouble was, that one of those hated and dreaded landslides had come and slid Morgan's ranch, fences, cabins, cattle, barns, and everything down on top of *his* ranch and exactly covered up every single vestige of his property, to a depth of about thirty-eight feet. Morgan was in possession and refused to vacate the premises—said he was occupying his own cabin and not interfering with

anybody else's—and said the cabin was standing on the same dirt and same ranch it had always stood on, and he would like to see anybody make him vacate.

"And when I reminded him," said Hyde, weeping, "that it was on top of my ranch and that he was trespassing, he had the meanness to ask me why I didn't *stay* on my ranch and hold possession when I see him a-coming! Why didn't I *stay* on it, the blathering lunatic—by George, when I heard that racket and looked up that hill it was just like the whole world was a-ripping and a-tearing down that mountain-side — splinters and cord-wood, thunder and lightning, hail and snow, odds and ends of haystacks, and awful clouds of dust!—trees going end over end in the air, rocks as big as a house jumping 'bout a thousand feet high and busting into ten million pieces, cattle turned inside out and a-coming head on with their tails hanging out between their teeth!—and in the midst of all that wrack and destruction sot that Morgan on his gatepost, a-wondering why I didn't *stay and hold possession!* Laws bless me, I just took one glimpse, General, and lit out'n the country in three jumps exactly.

"But what grinds me is that Morgan hangs on there and won't move off'n that ranch—says it's his'n and he's going to keep it—likes it better'n he did when it was higher up the hill. Mad! Well,

I've been so mad for two days I couldn't find my way to town—been wandering around in the brush in a starving condition—got anything here to drink, General? But I'm here *now*, and I'm a-going to law. You hear *me!*"

Never in all the world, perhaps, were a man's feelings so outraged as were the General's. He said he had never heard of such high-handed conduct in all his life as this Morgan's. And he said there was no use in going to law—Morgan had no shadow of right to remain where he was—nobody in the wide world would uphold him in it, and no lawyer would take his case and no judge listen to it. Hyde said that right there was where he was mistaken—everybody in town sustained Morgan; Hal Brayton, a very smart lawyer, had taken his case; the courts being in vacation, it was to be tried before a referee, and ex-Governor Roop had already been appointed to that office and would open his court in a large public hall near the hotel at two that afternoon.

The General was amazed. He said he had suspected before that the people of that Territory were fools, and now he knew it. But he said rest easy, rest easy and collect the witnesses, for the victory was just as certain as if the conflict were already over. Hyde wiped away his tears and left.

At two in the afternoon Referee Roop's court opened, and Roop appeared throned among his

sheriffs, the witnesses, and spectators, and wearing upon his face a solemnity so awe-inspiring that some of his fellow-conspirators had misgivings that maybe he had not comprehended, after all, that this was merely a joke. An unearthly stillness prevailed, for at the slightest noise the judge uttered sternly the command:

"Order in the court!"

And the sheriffs promptly echoed it. Presently the General elbowed his way through the crowd of spectators, with his arms full of law-books, and on his ears fell an order from the judge which was the first respectful recognition of his high official dignity that had ever saluted them, and it trickled pleasantly through his whole system:

"Way for the United States Attorney!"

The witnesses were called—legislators, high government officers, ranchmen, miners, Indians, Chinamen, negroes. Three-fourths of them were called by the defendant Morgan, but no matter, their testimony invariably went in favor of the plaintiff Hyde. Each new witness only added new testimony to the absurdity of a man's claiming to own another man's property because his farm had slid down on top of it. Then the Morgan lawyer made his speech, and seemed to make a singularly weak one — he did really nothing to help the Morgan cause. And now the General, with exultation in his face, got up and made an

impassioned effort; he pounded the table, he banged the law-books, he shouted, and roared and howled, he quoted from everything and everybody, poetry, sarcasm, statistics, history, pathos, bathos, blasphemy, and wound up with a grand war-whoop for free speech, freedom of the press, free schools, the Glorious Bird of America and the principles of eternal justice! [Applause.]

When the General sat down, he did it with the conviction that if there was anything in good, strong testimony, a great speech and believing and amiring countenances all around, Mr. Morgan's case was killed. Ex-Governor Roop leant his head upon his hand for some minutes, thinking, and the still audience waited for his decision. And then he got up and stood erect, with bended head, and thought again. Then he walked the floor with long, deliberate strides, his chin in his hand, and still the audience waited. At last he returned to his throne, seated himself, and began, impressively:

"Gentlemen, I feel the great responsibility that rests upon me this day. This is no ordinary case. On the contrary, it is plain that it is the most solemn and awful that ever man was called upon to decide. Gentlemen, I have listened attentively to the evidence, and have perceived that the weight of it, the overwhelming weight of it, is in favor of the plaintiff Hyde. I have listened also to the

remarks of counsel, with high interest—and especially will I commend the masterly and irrefutable logic of the distinguished gentleman who represents the plaintiff. But gentlemen, let us beware how we allow mere human testimony, human ingenuity in argument and human ideas of equity, to influence us at a moment so solemn as this. Gentlemen, it ill becomes us, worms as we are, to meddle with the decrees of Heaven. It is plain to me that Heaven, in its inscrutable wisdom, has seen fit to move this defendant's ranch for a purpose. We are but creatures, and we must submit. If Heaven has chosen to favor the defendant Morgan in this marked and wonderful manner; and if Heaven, dissatisfied with the position of the Morgan ranch upon the mountain-side, has chosen to remove it to a position more eligible and more advantageous for its owner, it ill becomes us, insects as we are, to question the legality of the act or inquire into the reasons that prompted it. No—Heaven created the ranches, and it is Heaven's prerogative to rearrange them, to experiment with them, to shift them around at its pleasure. It is for us to submit, without repining. I warn you that this thing which has happened is a thing with which the sacrilegious hands and brains and tongues of men must not meddle. Gentlemen, it is the verdict of this court that the plaintiff, Richard Hyde, has been deprived of his ranch by the visita-

tion of God! And from this decision there is no appeal."

Buncombe seized his cargo of law-books and plunged out of the court-room frantic with indignation. He pronounced Roop to be a miraculous fool, an inspired idiot. In all good faith he returned at night and remonstrated with Roop upon his extravagant decision, and implored him to walk the floor and think for half an hour, and see if he could not figure out some sort of modification of the verdict. Roop yielded at last and got up to walk. He walked two hours and a half, and at last his face lit up happily and he told Buncombe it had occurred to him that the ranch underneath the new Morgan ranch still belonged to Hyde, that his title to the ground was just as good as it had ever been, and therefore he was of opinion that Hyde had a right to dig it out from under there and—

The General never waited to hear the end of it. He was always an impatient and irascible man, that way. At the end of two months the fact that he had been played upon with a joke had managed to bore itself, like another Hoosac Tunnel, through the solid adamant of his understanding.

THE END

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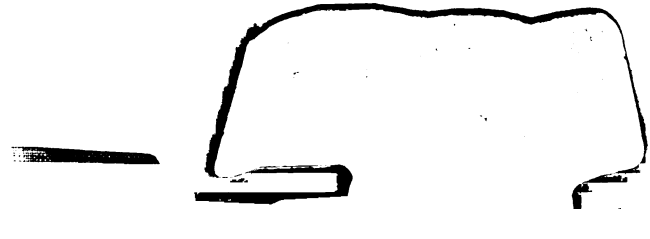
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